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VOLKS WORLD

The July 2018 issue goes on sale Friday 1 June

Don't miss it!

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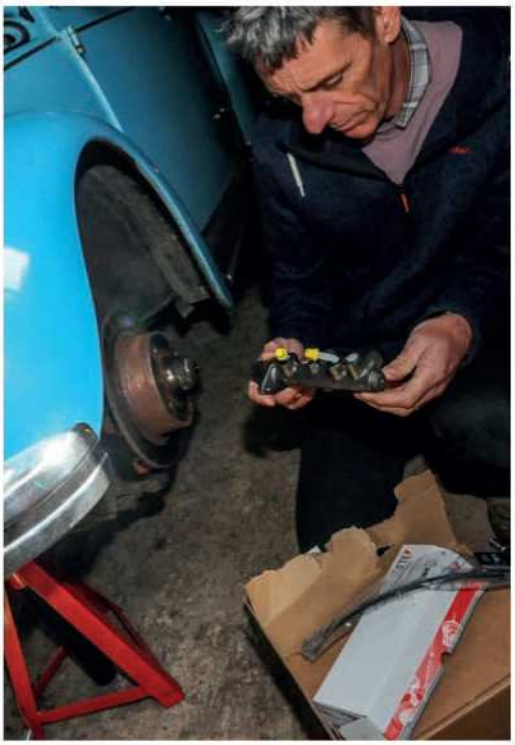
Welcome to the mag



I've been back under the Bug this month. I had great fun driving it to Esher for The *VolksWorld* Show, but with the cross channel journey serving as a shake down test, inevitably a few issues have since reared their head.

The first became apparent at St Malo, while waiting at the ferry port. I'd arrived two hours early to allow for any mishaps on route, and in an idle moment decided to check the brake fluid level. It seemed a little low, and because I'd taken the precaution to carry some fluid I topped it up. I looked at it again when I got to Sandown Park, and it had lost some more. When I arrived home I assumed the puddle of fluid behind the brake pedal was due to the torrential rain and a leaky floorpan seam. In fact, the seal on the master cylinder had leaked. I've bought a replacement, so my next job is fitting it. And I'll replace the flexible hoses at the same time.

While motoring down the M23 to my in-laws after the show, I also became aware that the engine was sounding very tappety. So, on the Monday morning, while still recovering from the weekend's activities, I got out the feeler gauge and checked all the valve clearances. It turned out cylinder number 1 was way out, and it was this that was causing the clatter. I tightened things down, and the trip home was a lot quieter as a result.

I've still got a bit of an ignition issue, too, I reckon. I keep blaming the HT leads, but chatting to our technical man Mark Walker, he suggests it might be a mismatch between the carb and the distributor. It's certainly worth investigating, and maybe it will give me a reason to whip off the carb and give it a clean at the same time.

I don't mind encountering problems because actually I relish every excuse I get to work on the Beetle. In my opinion, being able to 'tinker' is all part of the pleasure and privilege of owning an air-cooled VW. Moreover, having used it more regularly I am gaining in confidence in its everyday reliability. I'd forgotten how much fun it was being able to jump in a Beetle and, well, just use it.

> "being able to 'tinker' is all part of the pleasure and privilege of owning an air-cooled VW"

We hope you enjoyed The *VolksWorld* Show this year, because I certainly did. The only problem was, it was all over too quickly – there's corners of Sandown Park that I didn't get to explore. To help ameliorate the withdrawal symptoms we've included an eight-page show report on pages 62-69. Of course it's impossible to capture a whole weekend of activities in one go, so hopefully we'll have an opportunity to show more pictures later in the year.

Meanwhile, enjoy the rest of this issue and keep your emails coming.

Ian Cushway
Editor

It was slightly embarrassing having my car on display – but at least it gave readers the opportunity to see first hand the car I've been writing about for the last few years!

Passion

Let´s face it: restoring an air-cooled Volkswagen is kind of irrational. If you put together the purchase of the car and all the costs for spare parts you need, you will end up with a total much higher than the price of an average used car in good condition – not even taking the amount of hours you have invested into consideration.

There is only one reason you do it anyway: passion. Our hobby is not about money (well at least shouldn´t be), but it´s about our common enthusiasm for air-cooled Volkswagens. If you agree with this statement, why should you consider buying your spare parts from those who treat our hobby as a business only? You can easily differentiate the "business-only" suppliers from the avid ones: have a look at their range, their parts descriptions, their quality. Do they offer detailed descriptive parts or is it just a universal part, one that fits all? Is the product of a quality recommended by experts or is it just cheap? Do they offer for example, a clutch cable for ´51/´52 Barndoor kombi only or just the so called "fast movers"? Is their motive to sell a commercial one or a passionate one?

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Get them in the diary

Here's a list of season openers to get your 2018 off to a flying start

Bristol Volksfest

Now in its 26th year, this is a fun filled family extravaganza of music, food, street art, workshops and, of course, Volkswagens. Highlights for 2018 will include an epic *Mad Max* themed show with a Gas Station style installation, including specially modified cars to match. We're big fans, so get along to Birches Farm, Long Ashton on June 15, 16 and 17. Find out more at **www.bristolvolksfest.co.uk**

Run a show?
Why not tell us about it?
email VolksWorld.ed@kelsey.co.uk

May

The Only Meet is Essex
Date: 4-7 May 2018
Location: Orsett Showground RM16 3JU
Contact: www.vw-tomie.co.uk

Stanford Hall
Date: 6 May 2018
Location: Lutterworth, Leicestershire
Contact: www.stanfordhallvw.com

Vanwest
Date: 11-13 May 2018
Location: Burnham on Sea, Somerset
Contact: www.vanwest.co.uk

All Types VW Show
Date: 20 May 2018
Location: Bodwelwyddan Castle, North Wales
Contact: www.alltypesvwshow.co.uk

International Buggy Treffen
Date: 18-21 May 2018
Location: Full-Reuenthal Militärmuseum, Switzerland
Contact: www.buggy-club-schweiz.ch

June

Stonor VW Rally
Date: 3 July 2018
Location: Stonor Park, Henley on Thames, Oxfordshire
Contact: www.abvwc.com

Deva Dubs n Rods
Date: 8-10 May 2018
Location: Shrewsbury Showground, SYI 2PF
Contact: www.devadubshow.co.uk

Hangarz
Date: 9-10 May 2018
Location: Sporthal Nazareth, Belgium
Contact: @Hangarz

Bristol Volksfest
Date: 15-17 June 2018
Location: Birches Farm, Bristol
Contact: www.bristolvolksfest.co.uk

International Kever Weekend
Date: 15-17 June 2018
Location: Event Centre De Bergen, Wanroij, Holland
Contact: www.ikwwanroij.nl

Drive your VW to Work Day
Date: 22 June 2018
Location: Worldwide
Contact: http://www.ploon.nl

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This new fuel tank is available now in our webstore, it fits the Buses from 8.1971 until 1973.

02091

30 hp stock gland nut

This 30 hp stock gland nut is different from the one installed on younger type 1 engines.

02408

Wiper arm cap nuts

This is a genuine Volkswagen part, so no need to worry about the quality. Delivered per pair.

29170

Spare wheel covers for Westfalia camper

These spare wheel covers for the Buses from 8.1967 until 7.1979 have an interior lining and designed to be able to install without removing the spare wheel. These spare wheel covers are available in most original checkered color schemes.

22744

Nardi steering wheel adapter

This adapter is made in one piece polished aluminum. You will need to use the turn signal switch cancel ring from your old steering wheel.

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Heritage Parts Centre: A new era for VW Heritage

In case you didn't already know, VW Heritage has changed its name to Heritage Parts Centre, allowing the Shoreham-based firm to supply parts to owners of VW and Porsche vehicles under a single company name.

Founded in 1986, the company was appointed UK Partner for Volkswagen Classic Parts in 2011, giving them direct access to all obsolete VW stock.

Located in a modern 45,000sq ft warehouse in West Sussex, they employ over 80 staff and last year shipped to 115 different countries.

They regularly throw open the doors for their monthly Heretics meets, which run on the 3rd Thursday of each month until September.

Said MD Barney Dines: "For me and the team at Heritage it's all about the cars; we own them, we drive them, we work on them and we love them. As the business has grown we have taken on new staff with interests in other marques and this has shaped the evolution from VW Heritage to Heritage Parts Centre. We're excited to see what the future holds, but be assured the level of service, quality of parts and knowledge will remain as strong as ever."

You still can find them online using vwheritage.com, alternatively click on www.heritagepartscentre.com to shop VW and Porsche in the same place. The telephone number remains unchanged: +44 01273 444000.

Latest Stuff

IT'S COOKIN'

From: www.justkampers.com
Price: £75

This must be by far the easiest (and coolest) way to cook, boil or make tea! JK have started stocking this Rocket Stove (J42329), which is exactly as powerful as it sounds. All you do is light the fire and lay some dry sticks into the burn chamber, then in about four minutes it'll be ready to boil a litre of water. Keep prodding in more sticks as they burn and you'll be away.

KEEPING IN TRIM

From: www.heritagepartscentre.com
Price: see website

Thinking of revamping your classic VW interior this summer? If so, check out Heritage Parts Centre's special TMI promotion running from 8-31st May. For four weeks, you can save 12 % on all special order seat covers, door panels, headlining and cabriolet roofs from the American interior manufacturer.

With a choice of designs, and a catalogue of OE materials to choose from, talk to Heritage for advice about what works and to request fabric samples.

Your shout

Ball ache!

Hi *VolksWorld*. As a child I remember my dad coming home with a very worn-out 1300 Beetle, which I instantly adored. During the following winter (after different parts had fallen off, including the rear bumper) said Bug broke down. As neither of us had an ounce of engineering know-how we opted for the push-it-and-hope approach, dad steering, me pushing.

The next thing I recall was waking up in A&E in unbelievable pain only to be told that I had slipped down the back of the bug, my fall being broken when my genitalia met one of the exhaust pipes, pushing one inside my pelvis.

Years later (and after three children) I set about my first ever resto in my in-laws small, leaky garage. Whilst my 'Martha' has also been a ball ache, I have thoroughly enjoyed every lesson learnt and friends made during her four-year revival.

I hope to see you all on the show scene this year, ball-joints and all!

Rob Wakefield, via email

> "...my fall being broken when my genitalia met one of the exhaust pipes, pushing one inside my pelvis"

Still Doin' It

It seems that all too often I read throwaway comments on social media or internet forums regarding 'the stagnation of the VW scene', how shows are 'filled with the same old rusty buses' and/or the general 'lack of inspiration' for the future. Now, I'm not sure if some of these comments are just verbatim regurgitation of comments they've read elsewhere or if they truly are genuine sentiments based on real-world observations. However, I can't help but wonder if some of these people are going to the same shows as I am?

Yes, I agree that the rising values of air-cooled VWs has indeed changed the demographic and will have priced a lot of newcomers out of the market, and that it takes a brave person to modify a potentially expensive project today (as these cars were cheap enough to gamble with 'ruining' via unique modifications once). But, in my opinion, thankfully there are still young pioneers willing to give it a go.

When I first started working at *VolksWorld*, I recall hearing similarly negative comments regarding the lack of inspiration and/or innovation within the VW scene at club meets, events and via the occasional phone call or letter... and that was four years before Facebook was even invented (!), hence I've had my fill of the same old waffle cropping up time and again.

Now, I was hoping to avoid talking about The *VolksWorld* Show (as there's already enough coverage in this issue) however, in response to online comments regarding the lack of inspiration and fresh blood in the scene, there were some perfect examples of 'the next generation' of cars and owners displayed right there for all to see.

For instance, how about the awesome white German Look 1303, which was built by 17-year old Josh Brooker, an apprentice at Johnson Autoworks? Christ, Josh wasn't even born when I started at *VolksWorld*.

And then there's Nathan O'Neill's beautiful metallic green super Bug – five years in the making, yet Nathan is still in his twenties. This car was so good that it even picked up a Top 20 award – not bad for a first project, huh?

Also on display was a fresh, pale green sixties Bug, which had been assembled by Max Edwards of EVA Resto. I recall speaking with Max regarding his first project, a white late model Bug, back in 2014 when he was just 20 years of age. Chatting with Max, it was immediately obvious that he had a clear vision regarding the style, stance and substance of the next generation of modified air-cooled VWs. Max went on to develop and re-invent the theme and style of his Bug over the next few years – a smart move, which resulted in more magazine features than almost any other air-cooled VW I can think of. More recently, Max assembled a neat dark green/gold '02 Mexi-Bug, which was perfectly stanced over staggered (7/8 x 16in) Porsche/Mahle BBS rims, which also happened to be on display at the show (albeit under new ownership). This guy is churning out fresh looking rides!

My point is that these are all examples of inspirational vehicles built by young guys – the guys that are forging a new era of stanced, hardcore VWs and proving to the naysayers that the scene is far from stagnant…

Paul Knight

What do you think?

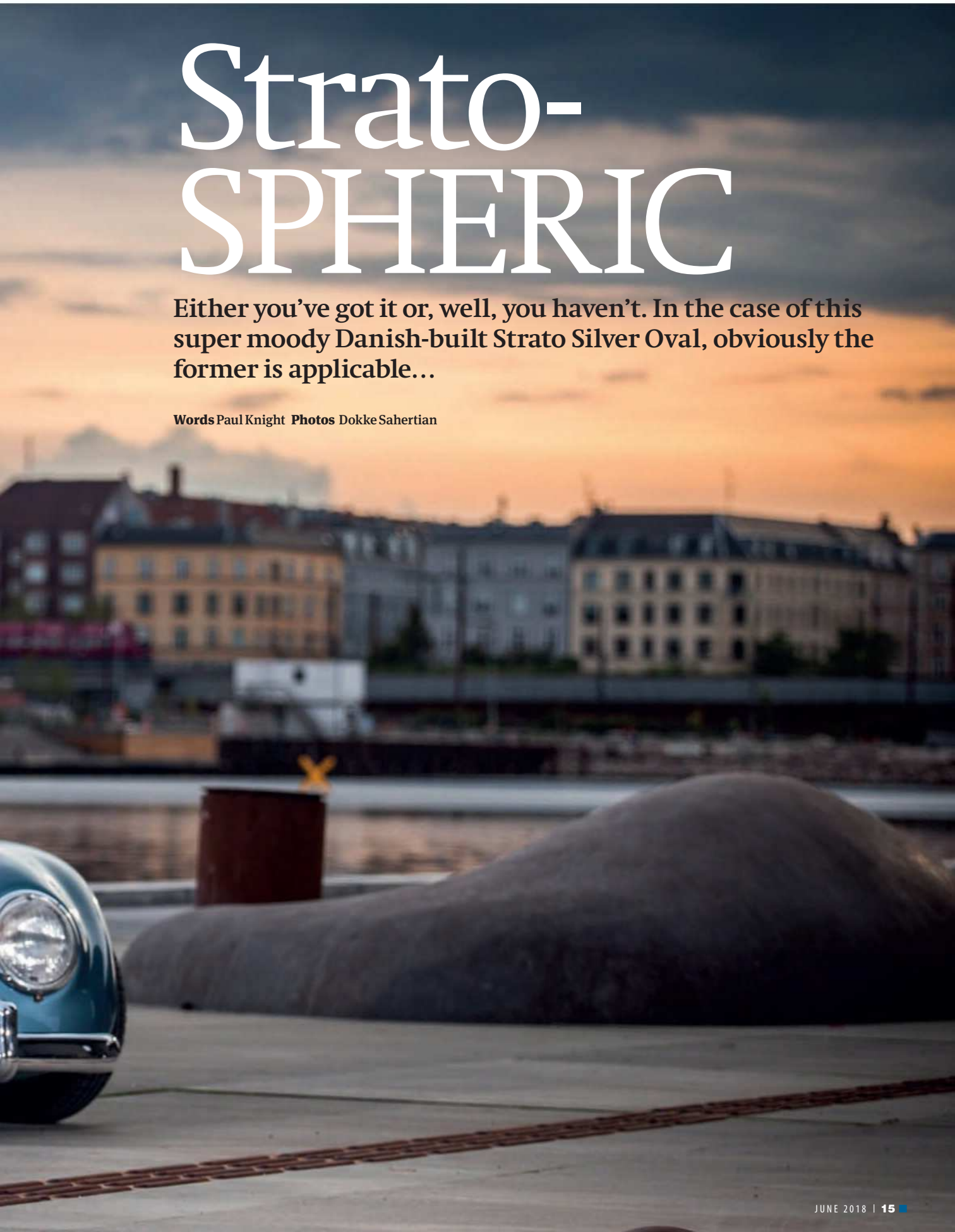
Got something to say? Drop me a line at paul.knight@kelseymedia.co.uk

M 1122

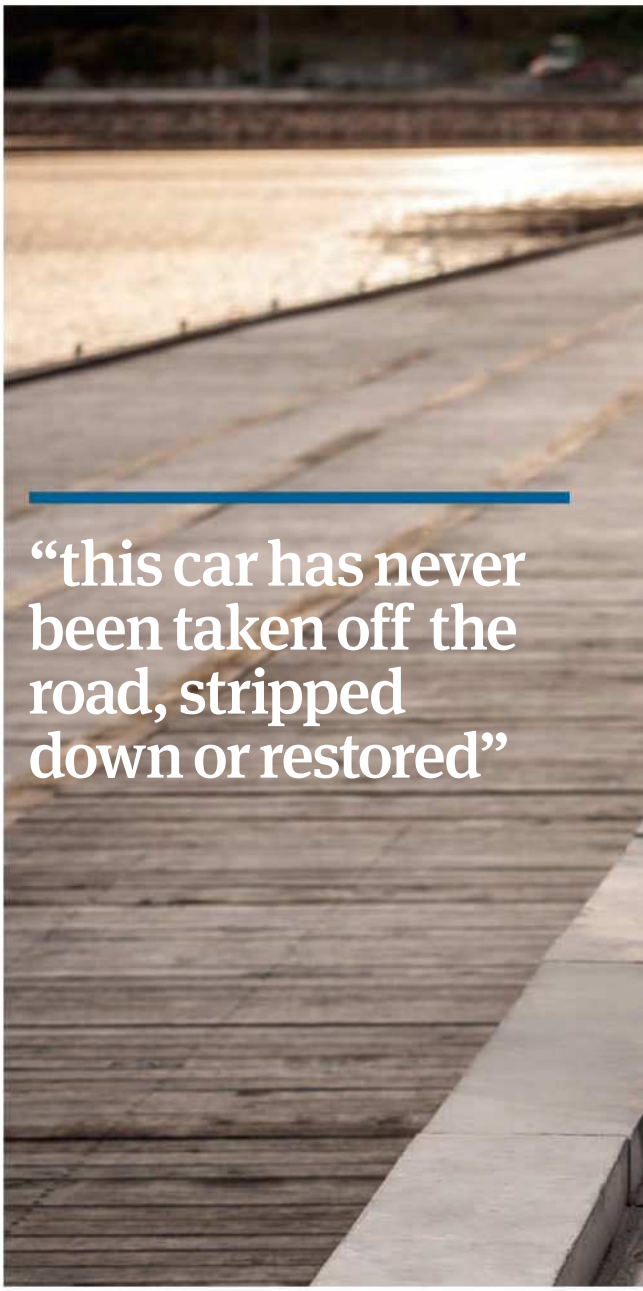
Strato-SPHERIC

Either you've got it or, well, you haven't. In the case of this super moody Danish-built Strato Silver Oval, obviously the former is applicable…

Words Paul Knight **Photos** Dokke Sahertian



Interior is largely untouched – even the steering wheel cover is 'vintage'



"this car has never been taken off the road, stripped down or restored"

Check out that rally-style clock, which has been attached to the ashtray

An early-style Berg shifter improves the overall driving experience

Brazilian-made Titanio rims were originally available in several different but equally cool designs. They're rare anyway, but super scarce in VW fitment

Note the Cabriolet deck lid, pop-out windows and Gradulux rear window blind

Hen's teeth rare Titanio Venus rims were made in Brazil

We're always being asked "what does it take to make a feature car?" and, all too often, people assume it takes a huge budget to build a 100-point show car or, at the opposite end of the scale, finding a car with the kind of patina that money simply can't buy. However, it's not always about money, restoration or being lucky enough to find the perfect sun bleached paintwork… sometimes it's simply about 'style' – something this Bug has in abundance.

Casper Waehrens from Frederiksberg, Denmark is the man behind this stylish OldSpeed '55 Oval, which he has owned for more than 16 years. "When I was young, I watched a local guy named Anders build a '56 Oval, which he'd fitted with a Golf GTi engine," he explained. "I remember watching Anders and his friends test drive that car on the street outside my house, and that's what made me decide that I'd love to own a VW, too," he continued. Incidentally, Anders is now one of Casper's good friends and, as you can see, he helped to inspire a pretty cool ride…

Repaired, not restored

When Casper found this '55 he was relieved to discover that it was largely unwelded and solid underneath, which is quite unusual for a Danish VW. Said Casper, "It had an external repaint many years ago but this car has never been taken off the road, stripped down or restored – it's really just been well maintained and repaired when necessary."

As Danish license plates do not follow the owner or the vehicle, when a car is sold (or taken off the road) the plates are usually turned in and the new owner must apply for new plates before it can be driven again. However, it is possible for the new owner to apply to keep the current plates when a car is sold privately, which is exactly what has happened with this VW.

As the original owner purchased the Bug new, he chose to transfer the license plate from his previous car, and that registration has been kept with the vehicle ever since (Casper is the fourth owner), hence it's dated 1935! This in itself is quite unusual as it shows that the car has been regularly used and not stored 'off the road' for any period of time.

We love the look of the Firestone Wide Oval tyres out back and also those Porsche 356A drum brakes behind the front wheels – OldSpeed perfection!

TECH INFO

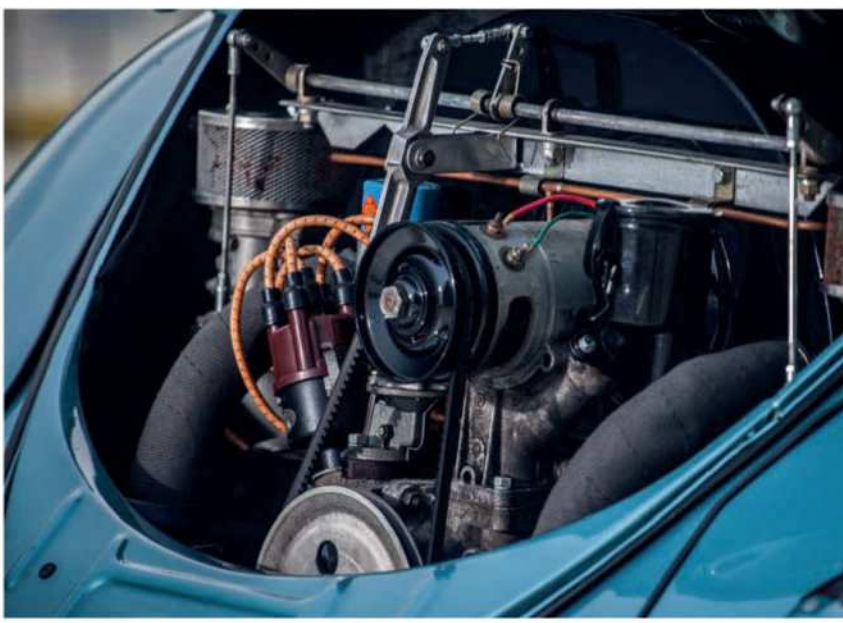
BODY
1955 Type 113 Deluxe Beetle (L227 Strato Silver); Cabriolet deck lid; front-end repaired using OG panels but never stripped/split from chassis

CHASSIS
Original and unwelded; front beam fitted with adjusters and Porsche 356A brakes; later 1500cc transmission fitted with short axles and later 5-lug drum brakes

ENGINE
1600cc Type 1 with Engle W110 camshaft and ported 040 cylinder heads; 9.1:1 compression ratio; dual 40DRLA Dell'Orto carbs; Berg linkage; CSP super comp exhaust; Porsche 356 oil filler and crankshaft pulley

WHEELS & TYRES
Rare, Brazilian-made Titanio Venus rims (5.5x15in / 5x205 PCD) with Pirelli 145/65R15 tyres up front and Firestone Wide Oval F-70s out back

THANKS TO
Brian Hansen, Allan Opstrup, Stephen James Natoli, Soeren Moeller Joergensen, Henrik Steenfeldt, Thomas Kirkhammer and everyone that helped along the way



1600cc motor runs an Engle W110 camshaft, ported heads and dual 40DRLA Dell'Orto carbs with a Gene Berg linkage kit

Casper told us, "I bought the car when I was working as an apprentice in the town of Aarhus, I just fell in love with the colour and the curves. However, my father wasn't such a fan as he didn't want me to drive a 50 year-old car and, when my parents came to visit and I took him for a ride, he was not impressed to find that the brakes were not really working and it drove terribly!" The upshot was that his father basically 'grounded' the Bug and insisted that Casper fix the issues before driving it again (which was probably the best thing that could have happen at that point in time).

Of course, Casper didn't want to take the car off the road; hence he called in the help of the local VW community who soon helped him to fix up the Oval. This also introduced him to some cool people, who would go on to become good friends too.

Casper drove the car as often as possible, making changes and fixing things along the way. However, things took a turn for the worse when he was involved in an accident, which damaged the front end. Casper was devastated, naturally, but rather than losing hope, he looked at this as an opportunity to restyle the car. He told us, "I purchased a front valance from Wolfspeed as it was the closest part available to the original sheet metal, but I was able to source not only a genuine Oval bonnet but also matching, original front wings, too." This meant that, whilst some fresh L227 Strato silver paint was required, the car was still almost entirely factory sheet metal from front to rear.

A Porsche 356 crankshaft pulley has been machined to accept a sand-seal and now looks great on this OldSpeed-inspired motor

"my father wasn't such a fan as he didn't want me to drive a 50 year-old car"

Motoring on

Over the years, Casper had worked his way through various engine combinations but the current set-up works well as, not only does it push the Bug along nicely, it also suits the overall OldSpeed theme, too. Stephen James Natoli assembled this late, 1600cc dual-port motor, which has been fitted with an Engle W110 camshaft. A fresh pair of cylinder heads were flycut (via getbackontrack.dk) to raise the compression ratio to 9.1:1 and they were ported and polished to maximise airflow. Heavy-duty valve springs and bolt-up rocker shafts keep the valve train in check while a pair of 40DRLA Dell'Orto carbs were picked to feed fuel to this sweet-running street motor. Other engine bay items include a classic Gene Berg carburettor linkage, steel-mesh air filters, copper (hard) fuel lines, a rebuilt VW 010 distributor (with period-style ignition leads) a Porsche 356 oil filler/breather and a Porsche 356 crankshaft pulley, which has been machined to accept a CB Performance sand-seal.

Tucked out of sight is an oil filter fed by a CB Performance high-flow pump and also a CSP super competition exhaust system, which sounds great and exits via the stock tailpipe positions for a discreet look.

Coupled with a later, 1500cc transmission (which has been fitted with short axles), the Bug is a blast to drive both around town and on the motorway. Casper commented, "This motor has been really good to me. However, I'm currently working on a period-correct, tuned 30-horser which, despite making less power, should suit the OldSpeed theme better still!"

Curve ball

By now, Casper's Bug was really taking shape, but that didn't mean he was done… after all, a car like this is never finished.

Externally, Casper loved the curves and lines of his '55, however he also happened to have a

super rare, Oval-era Cabriolet deck lid kicking around, hence he decided to add that to the mix as, not only did it suit the theme, but it would also help to keep the motor cool.

Next came a pair of pop-out side windows, an Empi nudge bar on the rear bumper and a single yellow spotlight up front. He also added some period badges and decals before sourcing those funky, circular faux-vent trims on the front quarter panels, which certainly attract a lot of attention at shows.

Inside the Bug you'll find a Spirit of the '50s carpet kit, a VDO oil temp gauge, an early Berg shifter, a period rally clock and some Wolfsburg West safety belts (as Casper often takes his wife, Aslaug, and sons, Villum and Morris out driving, too). The front seats were retrimmed in a beige leatherette some years ago. However, the headliner, door cards and other trim remains untouched. It may not be glamorous but, when you climb inside this car, it feels and smells exactly like a classic VW should (and that's something you simply can't recreate when restoring a car).

Stop, drop'n'roll

Stance and style is where this car scores heavily… I mean, what's not to love about that nose-down/ass-up attitude? And, when you consider that the stance is due to little more than a pair of adjusters welded into the front beam (to drop the ride height a few inches), you begin to realise that you don't necessarily need a whole load of insane suspension modifications to make a VW sit 'right'. Yes, sometimes less really is more.

When it came to improving the brakes on Casper's ride, the simplest option would have been to bolt up a set of aftermarket disc brakes but, of course, this wouldn't suit the OldSpeed theme at all. Therefore, the rear axles are now fitted with later 5-lug VW drum brakes while the front end has been treated to a set of Porsche 356A brakes. The Porsche stoppers feature radially-finned aluminium drums (with steel liners) and dual wheel cylinders – in short, they look great and improve the braking efficiency, too.

However, it's those awesome Titanio Venus rims and the oh-so-right tyre choice that really makes this car stand out from the crowd. If you're not familiar with them, we should point out that these rims rank way up there amongst the rarest and most desirable of all the 5-lug rims. Titanio wheels were manufactured in relatively small numbers in Brazil, hence they are pretty hard to find outside of South America today (especially the Venus 5x205 / 5.5x15in VW versions). Casper has fitted a pair of Pirelli 145/65R15 tyres up front while the rear end features period-perfect Firestone Wide-Oval F-70s.

Sure, Casper could have split the body from the 'pan, restored the car, detailed the chassis and polished the wheels and brakes etc. And, yes, it would have made a great show car… but that's not the point of this project. This car is all about preservation and celebrating the heyday of vintage VW tuning and, as far as we're concerned, Casper has captured the spirit of those OldSpeed pioneers with his awesome '55 'driver! ■

"these rims rank way up there amongst the rarest and most desirable of all the 5-lug rims"

Note the Porsche 356-sourced oil filler can and 12-volt alternator conversion

Check out the DAS badge and period trims on the front quarter panels

Firestone Wide Oval tyres are highly sought-after these days

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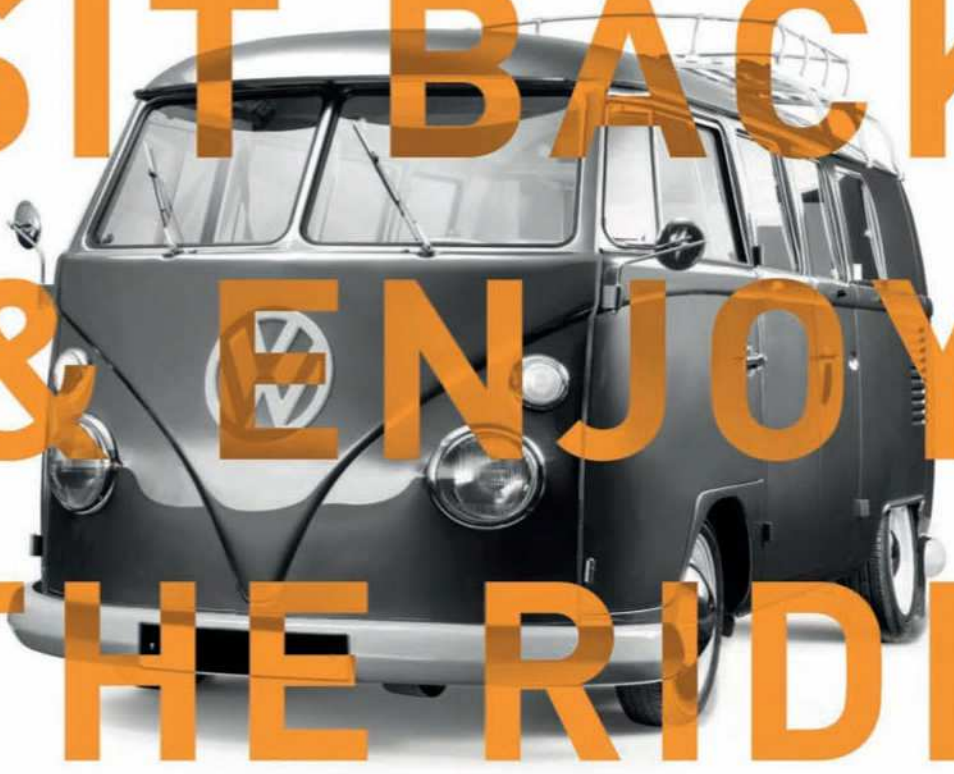

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All the Mod Cons

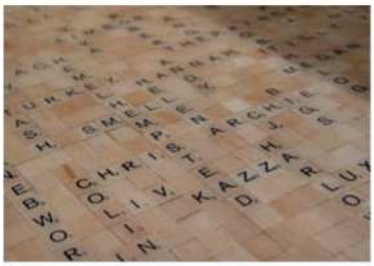
What started out as a ground up restoration developed into something approaching show car standard. But despite achieving a top end finish, this is a Bay kitted out for modern day use to be enjoyed every weekend

Words Mike Renaut **Photos** Matt Richardson

WYA 139G

“I knew it had to be a classic as my dad, Mick, was always tinkering with old motorbikes and cars on the driveway”

Karen and Chris with English Pointer Lilly – who is clearly no longer a puppy. Two minutes after this Lilly went for a swim, adding a hilariously chaotic element to our photoshoot…



Scrabble letters, some 1500 of them, list significant places and give thanks to family and friends who helped turn the camper from a dream into reality

Terrific-looking MCJ steering wheel is one of the few things in the van that’s not colour coded

A full-width bed was needed, but it had to fold away when not required. Karen sketched the design and CC&R made it happen

Just because you use your Bus for camping, doesn’t mean it can’t be built to a high standard. Similarly, owning a show-quality vehicle shouldn’t dictate that it has to be bundled in bubblewrap. Take Karen and Chris Woolsey’s 1969 Bay Window. It’s a genuine Dormobile, but they weren’t looking for a period perfect van if that meant a compromise on modern comforts and conveniences. “It’s got a proper 240-volt electric heater that can also run on gas,” says Chris, “hot and cold running water, an electrical hook up and a gas cooker. We bought it in 2013 with the original Dormobile interior still fitted, but took it all out. We wanted to make it a more practical vehicle to use in today’s world.”

In a nutshell, then, the idea was to retain its classic factory look but add the necessary mod cons. Said Karen: “We’ve always loved camping – Chris’s parents owned a Bedford CF camper – and we always camped as comfortably as we could. We even had a chandelier in our caravan awning!”

With that sort of precedent, the couple obviously weren’t about to settle for nights away in a drafty tent, thus began the search for a suitable Volkswagen. “We’d been looking for five years for the right camper,” remembers Chris. “But as values soared it became a case of buying one while we could still afford to. We heard about the Dormobile from a friend of a friend and it was up for sale in Watford. After we bought it, on closer examination, the van turned out to have more holes than a cheese grater. We used it for a couple of years before starting any major work because we wanted to make sure we really liked it.”

It was built in February 1969 and was a UK van from new. It left the factory in light grey. At the time the Woolseys bought it, the van was painted a wine red, but the paint was ten years old and had blistered. Worst still, the bottom 12in of the van was rotten and there was fibreglass and newspaper stuffed everywhere. “It was supposed to be a low key, low cost build,” says Karen. “We wanted to be able to tow a trailer so we needed a gearbox with a long fourth gear, but otherwise the objective was to just create a nice camper and not a show vehicle.” That was the initial plan anyway…

ABS Blasting took the ‘shell back to bare metal, then Chris made contact with Dean Jones at Classic Car Revivals to begin the rust repairs. Before blasting the first impression was that it looked okay. However, it needed a patch on the sill and new inner arches and was clearly rough around the battery tray and the rear corners, plus there was rot in the rear of the roof – all the normal places.

Whole lotta holes

Dean is well versed in finding the rust that old Volkswagens hide, so the extent of the rot soon became apparent. "It was a typical Volkswagen that had been in the UK weather for 40 years," he recalls. "Once it was back to bare metal we sprayed it in epoxy primer then started ordering new panels – it was quite a big metal order." The inner valance, wheel arches, tubs, outer sills and outriggers were removed and repairs were made to the lower front corners of the bulkhead on both sides. A strip of rust around the rear corners above the gutters was cut out and replaced with a complete repair section which was skillfully welded in above the gutter and below the swage line of the roof.

The cab floor was chopped out and the bases of the A-posts repaired along with the front inner valance before a new cab floor was welded in. Then Dean fitted new wheel tubs and turned his attention to the B-posts. "The bases had seen better days," he admits. "Fortunately new pieces are available from Schofields so we put them in, along with new top hats and a repair to the inner tub skin."

Dean then completed repairs to the front outrigger and replaced the jacking point, added new inner and middle sills, then replaced the rear outriggers and rear jacking point. A repair panel was welded in where the pop-top hinge

Blue and white are the main colours of the van, carried through to the front seating area too. We love the seat fabric

"It was a typical Volkswagen that had been in the UK weather for 40 years"

TECH INFO

BODY
1969 Dormobile restored by Classic Car Revivals and painted L90D Pastel White over L398 Pacific Blue; Creative Engineering rear safari window, Dormobile roof with colour-matched canvas

ENGINE
GAC Motorsport 2007cc with aluminium race case; Scat c25 cam kit; bolt up rocker shafts; 40x35.5 044 heads; forged 78mm 8 dowel crank; forged conrods; 90.5 pistons; twin Weber 40mm carbs with CSP linkage and K&N filters

TRANSMISSION
Cogbox fully rebuilt Type 2 IRS 002; high-ratio 4.57 final drive; Empi shifter with a number 13 pool ball gearknob

SUSPENSION
Lowered 3in with Creative Engineering standard-width front beam; rear lowered with Type 2 Detectives adjustable spring plates

BRAKES
Late Bay discs at front with Creative Engineering brake servo

INTERIOR
Prepared by Custom Classic Retro; oak camper interior; cloth seats; Propex heating piped into original heating system; MCJ Products wheel; Pioneer avh-x8800BT 7in multimedia

Hot and cold running water along with a decent heater were top of the list of mod con essentials

Front bench is not only reversible but can be employed as a useful wine table – of that we highly approve

mounts, then new rear wheelarches went in along with fresh metal along the lower eight inches of the side panel and a new section of frame rail at the rear. "The lower nearside corner had previous accident damage repairs," remembers Dean, "so it was sliced off and a replacement section cut from another van."

The camper also required a new front panel and tailgate, while sills and inner wings were sourced at Schofield. The front doors came from Just Kampers, and rear quarters via Custom & Commercial. Phew!

By December 2016 the bodywork was ready for CCR to carry out a respray. Work started underneath, colouring first the entire underside, then the lower half of the body in Pacific Blue. "It took a long time for us to decide on the final colour," admits Karen. "In fact during the rebuild process we moved to Singapore for six months and took the various colour swatches we liked with us. We settled on this blue when we saw it on a Karmann Ghia at The *VolksWorld* Show and got the colour code from the owner. Pacific Blue was a 1961 to 1964 Volkswagen shade. Deciding on the wheel colour was an equally tricky choice."

Although a new front screen and front window glass went in, the rest remains original other than the new pop-out Safari rear window Karen bought as a Christmas present for Chris. A new pop-up roof was purchased from Dormobile and they colour matched it to the existing paint, finishing it in cream and blue.

If you have a camper, get out there and camp - this van proves you can have all the comforts of home and look cool doing it

The lowdown

While the bodywork and paint was being done, Chris had been busy sourcing suspension parts. Once installed, the camper boasted beam adjusters from Creative Engineering, Type 2 Detectives adjustable spring plates, a front anti-roll bar and a ride height three-inches lower than stock.

When they got it, the Bus was being scooted along by a 1500cc engine but now runs a single-port 2007cc which we're told produces about 120bhp and some 120lb ft of torque. The engine was built by GAC Motorsport and installed by Dean.

With this done, attention turned to the inside. "The bespoke interior was carried out by Custom Classic & Retro and includes a Waeco fridge, 12-volt stationary power and 240-volt when driving. We also put in a double DIN radio with Car Play," remembers Chris. The front bench is reversible so it can be a seat or a table / work space and the overall theme is 'time to play.' Karen had the idea to incorporate Scrabble letters in the floor, and the rest grew from there. "We bought the Scrabble letters – about 1500 – then poured clear resin over them. About ten kilos worth in fact,"Karen told us.

The floor on the right mentions friends and family, while on the left it's people who supplied parts or worked on the van. "We did miss one very good friend, Sue Wood," Karen confesses. "We had her in the first version but then Lilly our new puppy knocked the table over. Luckily, we had already spelled 'Sue' out in the top corner."

When it came to sleeping arrangements, the pair were equally as inventive. "We wanted a full-width rock and roll bed but when it's down space is reduced to a two-seater with the cupboard storage, so Karen did a sketch of what we were after and CC&R built it," said Chris. The steering wheel came from MCJ Products, while the curtains were made by Sarah at VW Camper Curtains Ltd. "I wanted picnic blanket curtains and bought the material from John Lewis, then Sarah made them" explains Karen. Apparently, the trimmer, Vaughan, was initially dubious about the colour of the curtains but once completed he was really pleased with the outcome.

"Vaughan and I clicked over the design, colour and type of fabric, while Chris was allowed only a little input. We're now both well chuffed with the cloth interior, I didn't want PVC or leather trim – it gets too hot and looks too modern. The fabric is a modern take on a retro theme."

Now, often it's the rebuild that seems to take longer than expected after a ground up restoration – but not in this case. Chris recalls: "Dean had said the build we had in progress should be good enough for the *VolksWorld* show, so we said 'great, go for it.' He replied 'I meant for next year's show…' Therefore, it was built on a very tight timescale with the help of project manager Dougie, who would ring each morning to remind me what I had

to buy." The camper was completed in March 2017. "We did indeed exhibit it at Sandown Park in 2017, but it's not just a show piece. I did the roof and the wiring, I'd planned to do everything myself. In fact, the idea had been that we would do the entire rebuild, but we were both so busy with work that it would have taken forever. As it got closer to the show deadline Dean did more and more, though I did a lot of the prep and polishing."

What obviously helped was the excellent communication throughout. "Dean involved us in the process," says Karen, "he took lots of photos and offered loads of helpful advice. We've been camping in it several times in 2017 and we're hoping to go to Italy in it soon. We have busy lives and now the kids are grown up we wanted something we could both enjoy. We would never sell it; it's the kids' inheritance."

When asked if there was anything that they would have done differently, Chris strokes his chin and ponders. "I'd read the instructions for mixing and pouring the resin next time… To be honest I don't think we'd do another camper, but I quite fancy building a Pick-Up on air ride..."

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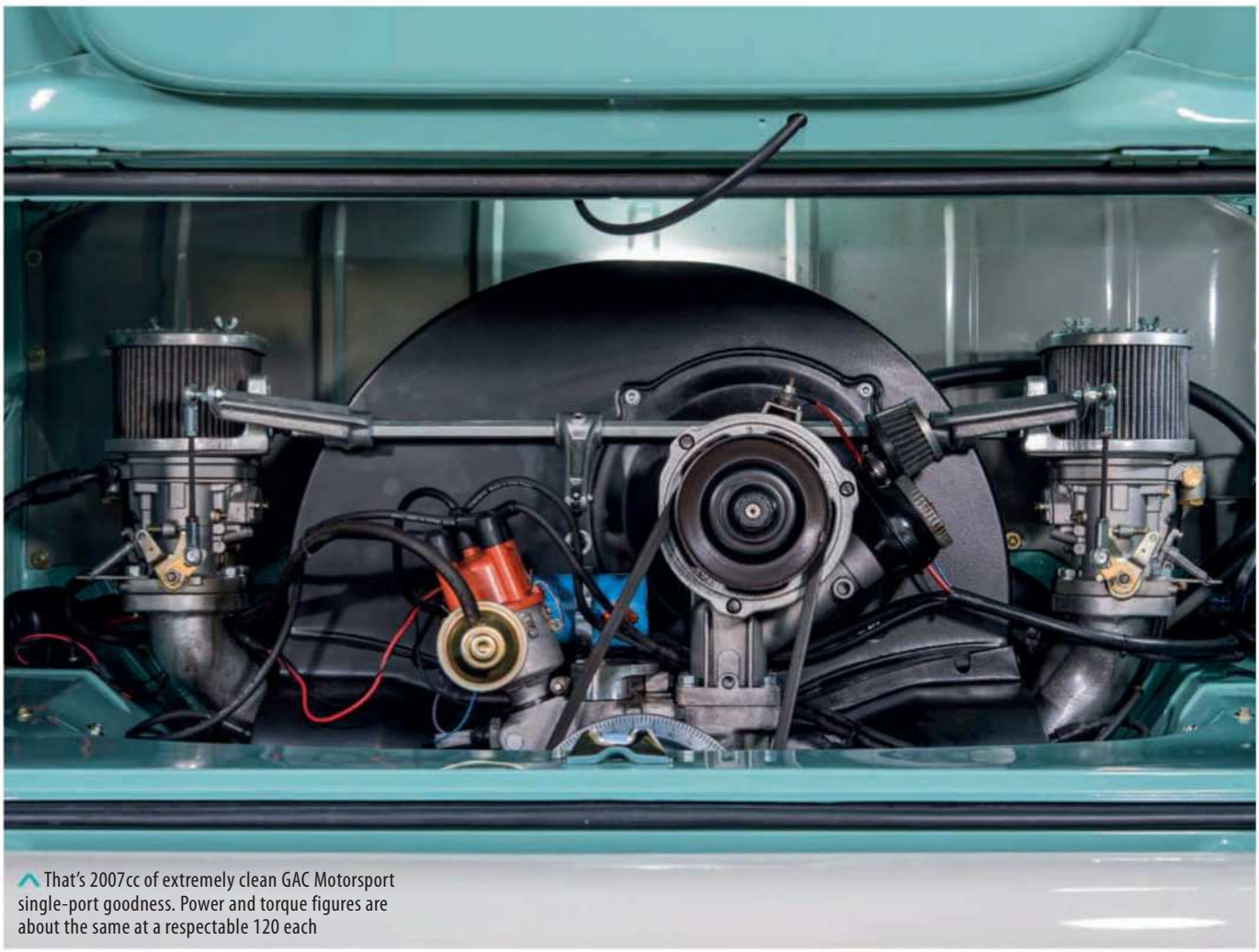
"We would never sell it; it's the kids' inheritance"



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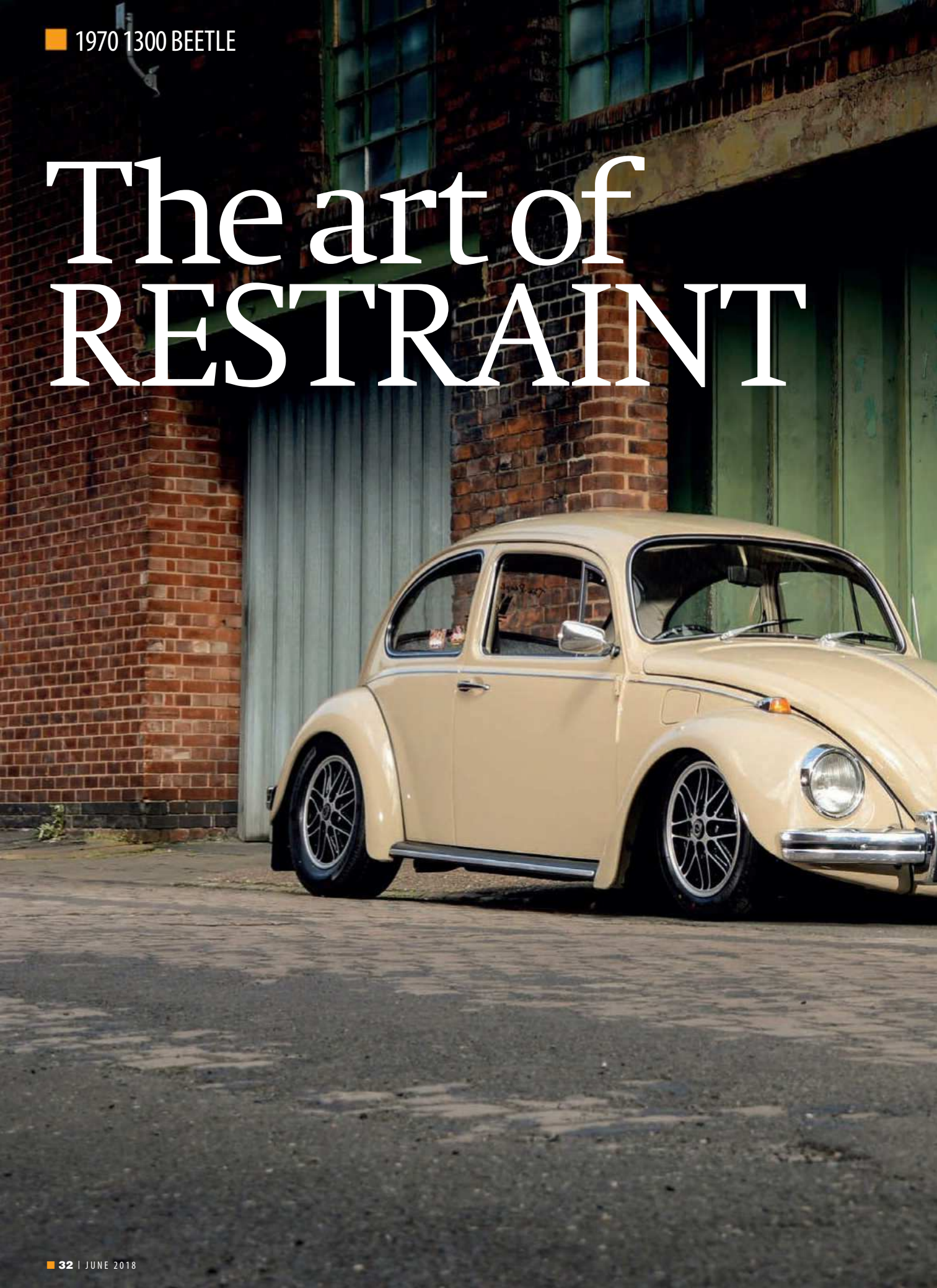


Despite being his first car, Joel Orwin resisted the urge to go totally bonkers when doing the home resto on this very original, low mileage Beetle

Words and Photos Jon Cass

Until recently, it seemed every young driver wanted to be behind the wheel of a hot hatch or fast saloon with a lairy bodykit, bling wheels and silly exhaust. Lambo doors, smoked lenses and stretched rubber were the norm and that twin engine conversion was also a real possibility one day, maybe. Back in the late '90s, the thought of running a standard 1300cc VW Beetle as your first car and actually spending money on it would have been unthinkable. But, now all those big winged Saxos and Corsas have thankfully all but disappeared from our streets there's been a rise in popularity of '70s and '80s classics and a real buzz surrounding the whole air-cooled scene in particular.

For 21 year-old Joel Orwin, then, it was all about being in the right place at the right time. "When I got to the age where I was thinking about buying my first car four years ago, I knew it had to be a classic as my dad, Mick, was always tinkering with old motorbikes and cars on the driveway," Joel recalls. "I was already swaying towards a classic air-cooled VW and the bonus of cheap insurance for a Beetle prompted me towards buying one." Sure enough, Joel soon began searching the internet for a suitable candidate.

"I knew it had to be a classic as my dad, Mick, was always tinkering with old motorbikes and cars on the driveway"

Top shelf material

Joel was tempted by an advert for a Beetle advertised close to home in Sheffield. There were very few photos to go by, but that obviously made him even more curious. "When I turned up for a look round, the Bug was sat in a garage under a cover and piles of rubbish," Joel reveals. "It looked like it had spent the last few years being used as a shelf!" Indeed, the 1970 1300cc Beetle had been sat there for the last 15 years,

The 1300cc exhaust has been kept with factory spec pea shooters. Original overriders have also been retained

The original 1970 interior remains complete with black basketweave seats and original rubber mats, only the carpet was past saving. The signature on the glovebox lid belongs to non other than car celebrity Edd China. Joel is a big fan!

The 1300 single port engine is about as slow as you'd want to go, according to Joel. This one had just 75,000 miles on the clock and has been rebuilt by the man himself and runs sweet

the previous owner having sadly died, and it had just 75,000 miles on the clock from new. Recognising its potential, a deal was struck and Joel got the car home. "I began stripping the car down straight away in my dad's garage and at one point there were parts all over the place. It looked pretty sorry for itself, but on closer inspection it was solid in all the right places such as the heater channels and door panels," Joel continues. "There were some rusty areas such as the bolt holes for the wings and the wings themselves, but the rest of the car seemed good."

Once a few service parts had been fitted to the 1300 engine, it ran perfectly despite its lack of use, which was another huge bonus.

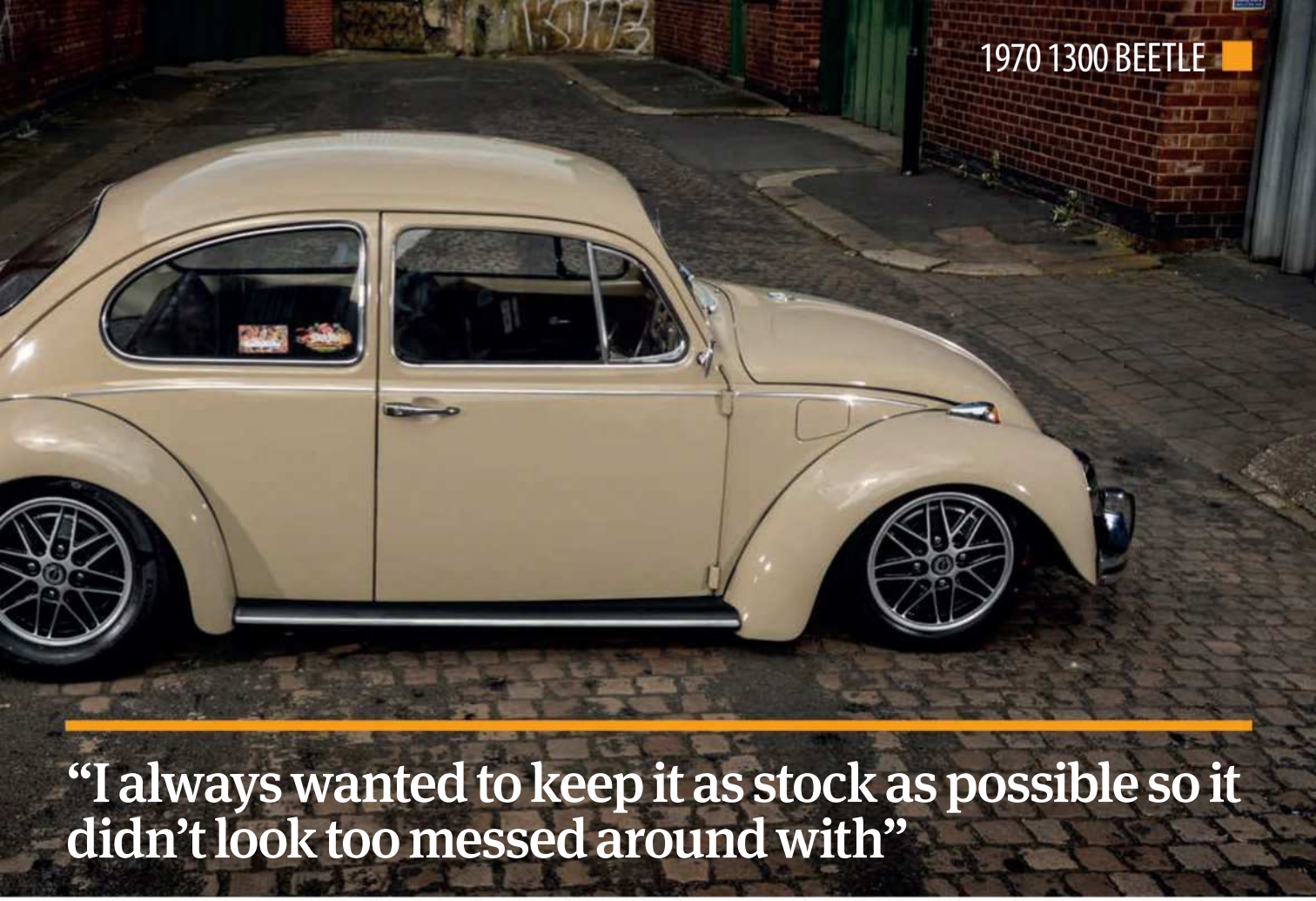
Part perfect

As Joel began stripping the Bug, he made a list of the parts he'd need, including two front wings, while a good pair of secondhand bumpers were also sourced to replace the damaged originals. Meanwhile, the chrome light surrounds and indicator covers were sent away to be rechromed and new German quality running boards fitted. "As it already had oodles of character, I was never inclined to carry out any modifications, so initially I

The original radio still sits in place after 48 years, as does the gearshift pattern sticker on the ashtray

"Respraying the car was the only job I passed on to someone else"

Joel opted for a timeless classic when it came to wheel choice, 15.5in Cosmic rims with 4x130 Beetle stud pattern



“I always wanted to keep it as stock as possible so it didn’t look too messed around with”

TECH INFO

BODY
1970 VW Beetle 1300 painted in original Savannah Beige (L620)
ENGINE
Original 1300 single port with new piston rings and reground valve seats; polished tinware
SUSPENSION
Home made 4in narrowed adjustable front beam; 2.5in dropped spindles; dropped one spline at the rear
INTERIOR
Stock interior with reed parcel shelf; tunnel bottle holder, original radio
WHEELS & TYRES
15x5.5 Cosmic wheels; 165/ 50/ 15 tyres at the front and 205/ 65/ 15 on the rear

just did a standard restoration,” Joel explains. Being a welder by trade, Joel was fortunate to be able to do all the fabrication himself, which was mainly confined to the front inner wings.

With the many coats of underseal removed, a decision was then taken to repaint the bodyshell. “Respraying the car was the only job I passed on to someone else,” Joel admits, “I wanted it to be a top job after all that prep.” By chance, a local sprayer had just opened a new spray shop, and Joel was one of his first customers. We’ve since found out he’s no longer in business, but whether that’s a good or bad thing…

Sticking with the ‘original is best’ theme, Joel elected to have the ‘shell repsrayed in Savannah Beige, which suits the ’70’s curves perfectly.

Single-minded

Before the single port 1300 engine was slotted back into place, Joel treated it to new piston rings, reground the valve seats and cleaned up the pistons, barrels and heads. He’s also repainted the tinware, stripped and cleaned the carb and added new jets and seals, polishing the casing and manifold while he was at it too. Said Joel: “It’s about as slow as you’d want to go, but I wouldn’t have it any other way!”

The original black basketweave seats cleaned up nicely as did the remainder of the interior which still retains its rubber VW mats, with only the carpet needing to be renewed. “I cut the carpet myself, then got a local carpet store to do the edging,” says Joel proudly. The Bug was then rebuilt with the help of his dad, who proved particularly handy when it came to putting the engine back in and refitting all the glass.

The MoT test posed no problems and, as planned, the Bug was driven in totally stock form for the following three years.

Scratching an itch

After seeing other Beetles with a more radical stance, however, Joel decided that was the look he now wanted for his own car. “It was lowered only slightly to begin with, but I really wanted to go that bit further so I started looking at more substantial chassis and suspension mods,” he tells us.

“I narrowed the beam myself by cutting the thing down as necessary, adapting the steering arms and notching the shock towers to get it to fit. I purchased some 2.5in dropped spindles and lowered it just one spline at the rear to get the ride height I wanted.” You’ll have to agree, that’s quite an achievement. “Most of the skills needed I taught myself, but I did do a welding course after leaving school. That said, it is totally different welding thick plate compared to rusty metal on an old VW.”

As for wheel choice, Joel’s made an inspired decision with his Cosmic selection which look totally period correct. To accentuate the narrow stance up front he’s used skinny 165/50 tyres with 205/65 rubber at the rear.

In short, Joel has successfully managed to create that perfect nose down stance, without being tempted to take things too far and he’s pleased with the end result. “I always wanted to keep it as stock as possible so it didn’t look too messed around with. Moreover, all of the subtle changes I’ve made could be put back in a couple of days.” The only future work he’s got planned at some point is swapping those replacement reproduction wings for an original pair. Meanwhile Joel hasn’t been put off by the eight months of hard graft carrying out a full bare metal resto, as he’s now busy repeating the process with a ‘68 Fastback. We’re guessing the old car theme for this young guy is likely to stick around for a while!

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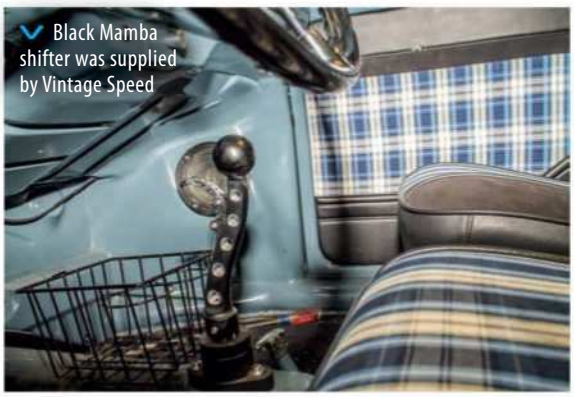
Maldito '63

Jose 'Ponch' Castro hails from El Paso, Texas and, with a little help from his family and friends, is now the proud owner of this sweet show'n'go '63 Bug!

Words Paul Knight / Adam Avenue **Photos** Adam Avenue

“he decided he’d had enough fun and that it was now time to get serious”



Black Mamba shifter was supplied by Vintage Speed

Three-spoke steering wheel is a rare Standard-model part. Note also the vintage-styled monster-tach

Jose works as a plumber in and around the El Paso area but, in his spare time, he works just as hard on his VWs and has previously assembled a tough ’67 Bug and a hot Buggy based on a shortened ’66 chassis. However, it’s the ’63, his latest project, which we’re interested in today – it’s been turning heads and tearing up the streets for a short while now, hence we had Adam Avenue track Jose down to snap some photos and find out more.

When Jose purchased the ’63 back in 2010 it looked pretty good and he was quite happy with his latest buy. But, as he explains, his joy was somewhat shortlived, “As I dug a little deeper, I began to uncover a few issues and soon realised that it would probably need a fairly major overhaul to bring it up to scratch.” However, that didn’t mean it couldn’t see some use first, hence he decided to spend a few years collecting parts and enjoying the car before he’d begin the rebuild and create the ragtop he’d always dreamed of.

Rolling low

Initially Jose opted for a whopping three-spline drop at the rear and fitted a 6in narrowed beam up front, which really slammed the car and gave it a tough attitude (or altitude?) on the street. His next job was to fit a big-bore kit to the 40hp motor before putting the car into regular service and then literally driving the wheels off the thing. Eventually the motor began to cause problems and, as the transmission was in need of work and there was a growing hole in one of the floorpan halves, he decided he’d had enough fun and that it was now time to get serious.

When he started the overhaul, not only had he collected parts and saved some cash, he’d also planned everything out and knew exactly how he wanted this project to look. Oh, and he’d also named it the Maldito ’63 - which roughly translates as ‘one bad little ’63’ in case you were wondering.

Fortunately Jose was able to use the facilities at his family-owned workshop and with the help of some good buddies including Carlos Mijarez, Daniel Saenz, Fernie Cortez and also his brother, Sergio, and his father, Enrique, there wasn’t much that this dream-team couldn’t fix.

Jose also owns a vintage, single-wheel trailer which has been painted to match the Bug (and hooks up to brackets on the bumper irons)

Chassis perfection

The first task was to split the ragtop body from the chassis and tackle the rust issues, working from the bottom up. The chassis was then stripped and the floorpan halves were replaced. However, as this car was going to be rollin’ low, Jose decided to flatten the ‘pans by removing the dropped sections in the rear (battery tray area etc) to provide maximum ground clearance.

Everything was painted and detailed with fresh hardware and hoses throughout before the chassis was reassembled using goodies such as a pair of Jer-Fab spring plates, which are dropped by 4in and extended to correct geometry.

Next came a fresh pro-street transmission featuring a 3.88 ring and pinion, a super diff, welded third and fourth gears, new steel forks, hardened keys and an aluminium sideplate, which was assembled by Roland Avedician at The Buggy Shop in El Paso. Up front, Jose opted for a fresh 4in narrowed ‘Pandraggers’ beam from Levi Weir with extended control arms, which were built by Chase Hill of Cage66 Fabrication. Braking duties are handled by

^ Jeremy Brooks of VW LooseNuts supplied the Safari windscreen for this project, which Jose has detailed in black

THE BUILD

Jose was pleased with his purchase and used it 'as is' for a while before embarking on a substantial rebuild

Floorpan was repaired and then 'flattened' at the back to give more ground clearance before being repainted gloss black

Jose had a team of family and friends to help him and they should all be dead chuffed with the end result in our opinion

a full set of CB Performance disc brakes in Porsche 5x130mm bolt pattern, which are fitted with a set of Porsche Fuchs rims measuring 4.5in wide up front and 6in out back. The fully chromed rims have been detailed in gloss black and, just to be different, Jose decided to paint the rims black, too, which certainly makes those chromed spokes stand out. Incidentally, the front tyres measure 135R15 while the rears are fat 205/65R15s.

Body beautiful

Moving on to the body, the guys set about eliminating rust in the lower sections, which required work to the heater channels, quarter panels and, well, pretty much the entire lower portion of the 'shell. There were a few tricks dropped in along the way – some as subtle as

Check out the 'shorty' roof rack, which is designed to fit sun roof-equipped cars

"the paint colour being a perfect match to Jose's wife's favourite nail varnish!"

shortening the backs of the headlight bowls by 1.5in (for additional tyre clearance) and refinishing the sheet metal to make them look like they were pressed that way at the factory. Also, the front footwell panels were modified to accept a pair of 6.5in speakers but, rather than cover these in carpet, Jose decided to finish the steel panels and paint them… it's so subtle that many people miss this custom sheet metal completely!

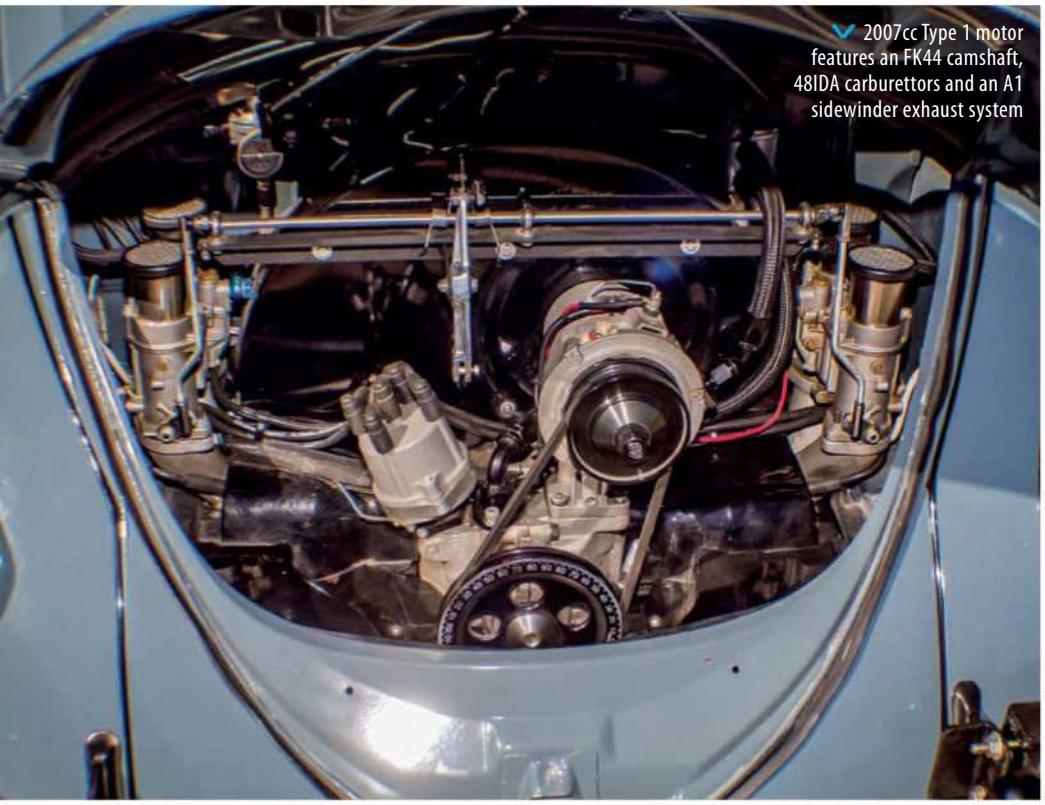
Jose also picked up a Cabriolet decklid and a pair of Foxcraft fender skirts for the rear wings (which he sometimes fits up for shows to really exaggerate the slammed rear end). Oh, and there's also a pair of earlier 'snowflake' rear light units, which have been modified to include turn signal bulbs too.

The brief was to get the body straight and clean (and that includes the underside, of course) before spraying it in a custom-mixed hue, the paint colour being a perfect match to Jose's wife's favourite nail varnish!

The paintwork was tackled by David Ramirez who colour sanded and buffed it to perfection before handing it back to Jose and co, who soon had it bolted back to the fully-detailed rolling chassis. As Jose explained, "I decided to run with black trim, bumpers and headlights as I wanted to do something different, and I really love the way it came out." We couldn't agree more as it certainly adds a neat custom theme to this '63.

The detailing continues under the bonnet, where you'll find a black-painted fuel tank and a matching Porsche Fuchs spare wheel (not to mention a very tidy rewire behind the dash).

Fresh seals were used throughout the assembly and Jose added a few cool accessories along the way, too, such as a 'shorty' roof rack, Koch horn grilles, a pair of Albert swan neck mirrors, a swamp cooler plus a Safari windscreen and pop-out side window set, which were supplied by Jeremy Brooks at VW LooseNuts (all of which were painted black, of course!). The finishing touch to the exterior fixtures and fittings was the fitment of a pair of black-detailed headlights, which feature blacked-out stone guards in place of the original headlight lenses.



2007cc Type 1 motor features an FK44 camshaft, 48IDA carburettors and an A1 sidewinder exhaust system

TECH INFO

BODY
1963 sunroof Beetle; Cabriolet decklid; early rear lights; trimmed headlight bowls; custom footwell sheet metal; painted to match wife Vanessa's nail polish and fitted-up with blacked-out trim

ENGINE
160hp 2007cc Type 1; aluminium case; 78mm crankshaft; 5.5in H-beam rods; 90.5mm pistons; Engle FK44 camshaft; Manton pushrods; CB 1.4:1 rockers; Stage 2 mini wedge-port cylinder heads (with 42x37 valves); 9.5:1 compression ratio; Spanish Weber 48IDA carburettors; A1 Sidewinder exhaust

CHASSIS
Flattened floorpans (for additional ground clearance); Pandraggers 4in narrowed beam by Levi Weir; extended control arms by Cage66 Fabrication; Jer-Fab 4in lowered/extended spring plates; Porsche-pattern CB Performance disc brakes all round

INTERIOR
Black vinyl and blue plaid seats and door panels; Standard model 3-spoke steering wheel; monster tach; Black Mamba shifter; hidden sound system

WHEELS & TYRES
Chromed Fuchs detailed in black (incl rims); 4.5x15 front with 135/70R15 tyres and 6x15 rear with 205/65R15 tyres

THANKS TO
Jose would like to thank his wife Vanessa for her support and also his family and friends who helped to make the dream a reality.

"just to be different, Jose also decided to paint the rims black"

The headlights have been detailed in black and now feature stone guards in place of the original headlight glass

Inside job

Jose chose to continue the black theme by installing a black headliner and black mats to just the centre sections of the floorpans so the heater channels and transmission tunnel (painted to match the body) are not carpeted.

The seats and door cards have been trimmed in black vinyl with blue plaid inserts, while a fresh headliner cover and liner (both black, of course) completed the soft trimmings.

ISP West supplied a period-style fuel gauge and matching vintage 'monster tach' (with rpm memory and shift light) and Jose added a bud vase, a Standard-model three-spoke steering wheel and a Vintage Speed Black Mamba shifter.

What you can't see is the hidden Dual Smart EQ audio system (which is controlled via Bluetooth by Jose's Smartphone) or the custom-ported box behind the rear seat that houses a pair of Alpine 6x9s, a 10-in JL Audio W3 subwoofer and a pair of Alpine amps… yep, this Bug rocks!

Under the bonnet you'll find a matching chromed/detailed Fuchs spare wheel

"This little lot is good for around 160hp…"

Sting in the tail

Of course, a stock engine wasn't ever going to cut it in a ride like this, hence Jose went back to his buddy Roland at The Buggy Shop to talk about stroker motors…

The result was a stout 2007cc unit based around a forged 78mm crankshaft with 5.5-in H-beam rods and 90.5mm pistons all housed within a new, aluminium crankcase. The camshaft is an Engle FK44, while wide-foot lifters and Manton pushrods operate a set of CB Performance 1.4:1 ratio rockers.

A pair of Stage 2 mini wedge-port heads were set up to achieve the desired 9.5:1 compression ratio and are fitted with 42mm inlet and 37mm exhaust valves, which are kept in check by a set of top-of-the-line CB VW650 dual valve springs.

A pair of Spanish Weber 48IDA carburettors are bolted to a pair of JayCee short manifolds and are operated by a Berg linkage while fuel is supplied via an electric pump via nylon-braided –6 fuel lines.

Spent gases are expelled via an A1 Sidewinder exhaust system, which not only sounds great but also provides more ground clearance on this slammed Bug.

This little lot is good for around 160hp… that's more than enough power to put a smile on Jose's face!

The result is a unique show'n'go Bug, which certainly stands out from the crowd… and Jose is loving every minute behind the wheel of the Bug he had dreamed of building for so many years."

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1994 Phoenix Bugorama – Full tubular frame, flip front, rear wing, Centerline rims, wheelie bars… Drag car? No. This '61 Ragtop built by Bob Carlson and owned by Steve Jahns entered various VW car shows rather than drag races. Overall finish was terrific

We loved the 80s!

Ah, 1987… Folks who participated in the first Bug Jam at Santa Pod will likely concur: the scene truly changed in the UK that year. Our California-based contributor Stephan Szantai happened to visit the event, followed by many others in the US and Europe. Here is a look at some of the photos he snapped during his early career, which started over three decades ago…

Words and photos Stephan Szantai

Up until 1987, Volkswagen events hosted in the UK were more akin to classic car shows, with little emphasis on modified vehicles. But the scene had already begun to change around 1982-83, when an increasing number of the younger generation discovered the joy of driving air-cooled VWs, then plentiful and inexpensive. Several British magazines devoted to rods and customs helped spread the gospel, before the launch of *VolksWorld* in '87.

Colin Burnham's Air-Cooled Volkswagens became the 'style guide' of the period and I will always cherish the copy I purchased shortly after it came out in '86. Colin mostly depicted the Californian VW hobby and it seems that

1988 Southwest Bug-In – How is this for eye candy… literally? This colourful shot was taken in France's Pyrenees mountains, home of the popular French get-together. A large caravan started from Paris prior to the event and, by all accounts, it proved a fantastic moment

1998 VW Classic, California – Shige Suganuma of Mooneyes (a purveyor of hot rod parts) conceived this unique woody based on a '63 Bug, to promote his company. Not surprisingly, he elected to use a set of his own Moon discs, an accessory originated in the 1950s

1993 Car Custom Showdown, California – A Volkswagen shop called Car Custom hosted an event in its parking lot, which welcomed several hi-po rides, such as VW drag racing legend Mike Smith's '67. Best ET: 11.82 seconds with a potent nitrous-fed 1776cc!

We loved the 80s!

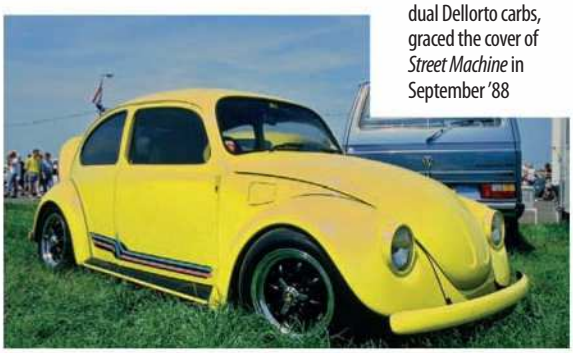
1998 VW Classic, California – Undoubtedly one of the wildest street-driven, naturally-aspirated Beetles ever built was Geoff Hart's '59 Ragtop. Going for a ride with him in this 260-horse, mid-10 second Cal Looker remains a moment I won't forget

1998 VW Classic, California – The visionary Dean Lowry (1929-1999) has had a huge impact on the VW high-performance world – think Empi and DDS in particular. Before he passed away, he worked on building this land speed record chaser, a project he did not complete

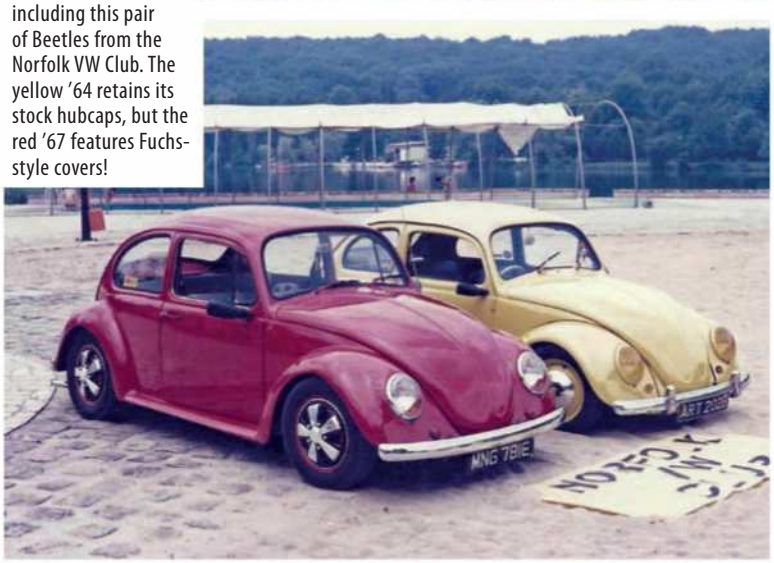
Graphics became commonplace by the '88 Bug Jam, as exemplified by Daren Metson's '68 Bug on Empi 8 spokes. XYL553G, which ran a 1776cc with dual Dellorto carbs, graced the cover of *Street Machine* in September '88

1986 VW Connection – Long-time *VolksWorld* readers will likely remember the '65 Karmann Ghia owned by Richard King of Karmann Konnection fame. Richie already saw value in genuine two-piece Empi wheels, still highly sought after to this day

1986 VW Connection – Back in '86, my good friend Didier Soyeux drove this '71 Bug, one of the very first Cal Lookers ever built in France (1983). Notice several popular attributes of the era: dechromed 'shell, one-piece windows, Empi 8 spokes, louvers, tasteful graphics…

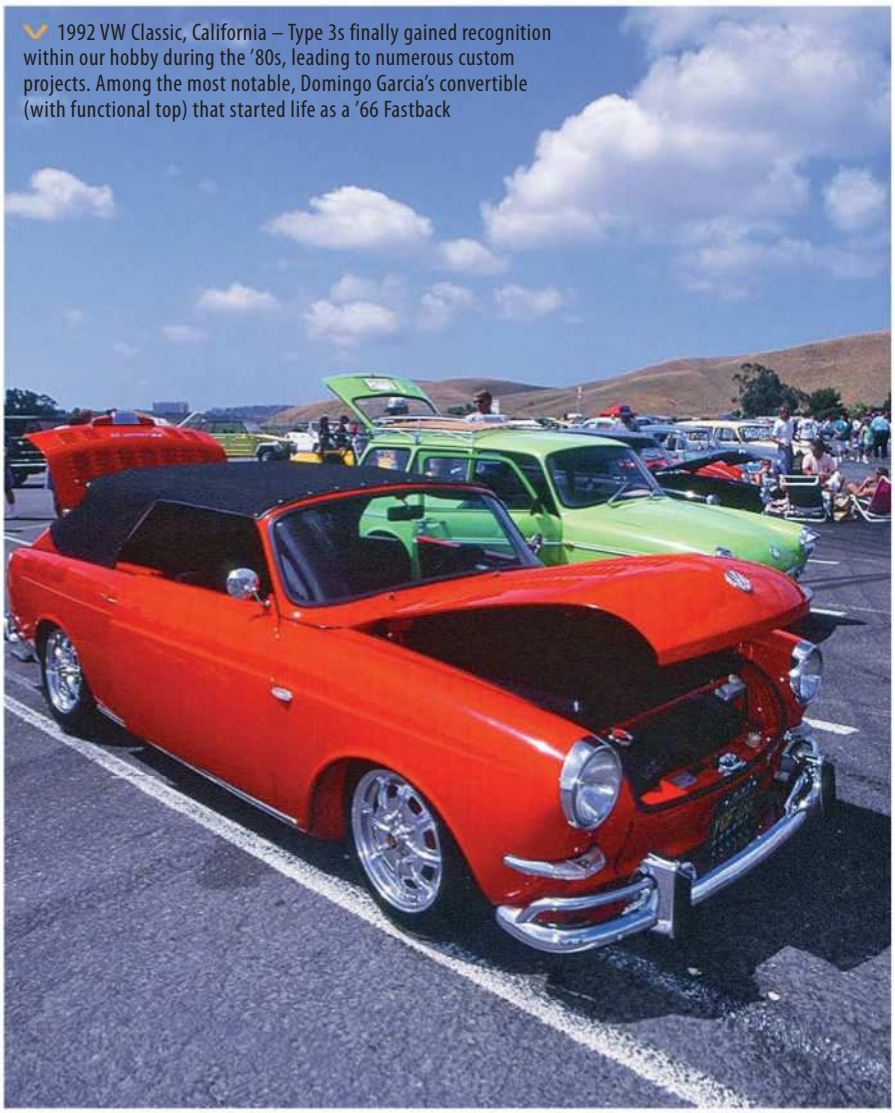


1986 VW Connection – The largest Volkswagen show in France at the time, VW Connection welcomed a handful of foreign visitors, including this pair of Beetles from the Norfolk VW Club. The yellow '64 retains its stock hubcaps, but the red '67 features Fuchs-style covers!



1988 pre-Bug Jam – Yeah, that's me and my slammed '65. Maui and Sons shoes, OP shirt and shorts – the VW and surf scenes happily mixed back then. Painted Ford Peppermint Green, that car took me to the '88 Bug Jam. If you have pics of it, please forward them to *VolksWorld!*

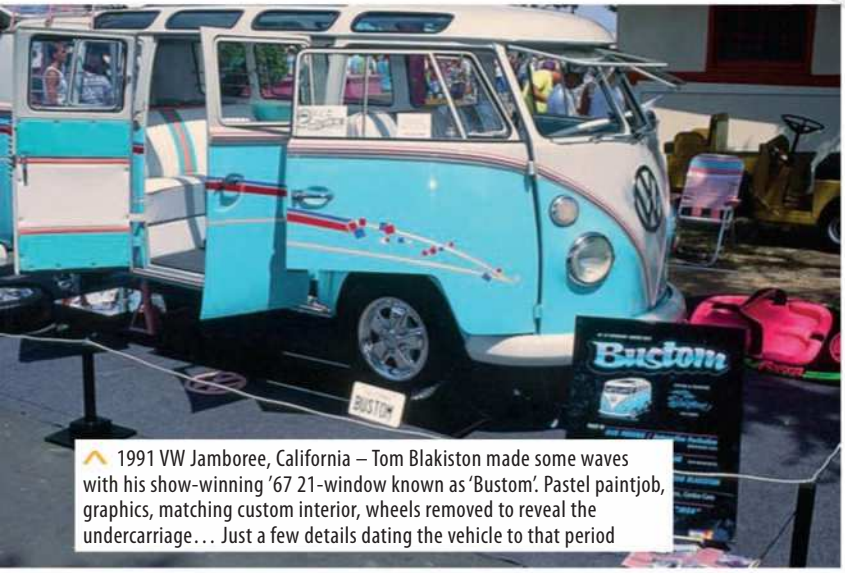
1991 VW Jamboree, California – Back in the '80s and through the '90s, car show participants used elaborate displays, in hopes of winning a trophy or two. Point in case: this Jamboree line-up, led by an Oval Window – note '564U2NV' license plate



1992 VW Classic, California – Type 3s finally gained recognition within our hobby during the '80s, leading to numerous custom projects. Among the most notable, Domingo Garcia's convertible (with functional top) that started life as a '66 Fastback

1988 Phoenix Bugorama – A renowned hot rod builder today, Doug Jerger first played with Vee Dubs, including this '56 Oval inspired by the street rods of the era: 1939 Ford tail lights, billet parts here and there, plus a very '80s 'splash' paintjob

1992 VW Classic, California – Fans of Volkswagen toys might be familiar with Bob Gilmore, who wrote a regular column about the subject in *Ultra VW* magazine. Back in the '70s, he started the Hebmüller Registry; he also owned this beautifully-restored '49 model



1991 VW Jamboree, California – Tom Blakiston made some waves with his show-winning '67 21-window known as 'Bustom'. Pastel paintjob, graphics, matching custom interior, wheels removed to reveal the undercarriage… Just a few details dating the vehicle to that period

1988 Bug Jam – It's easy to recognize Jez Hoye's '65 Karmann Ghia, thanks to its unique (Beetle) license plate light. A pair of 40mm carbs feed the very clean 1835cc motor. By the late '80s, the car had been dressed with graphics

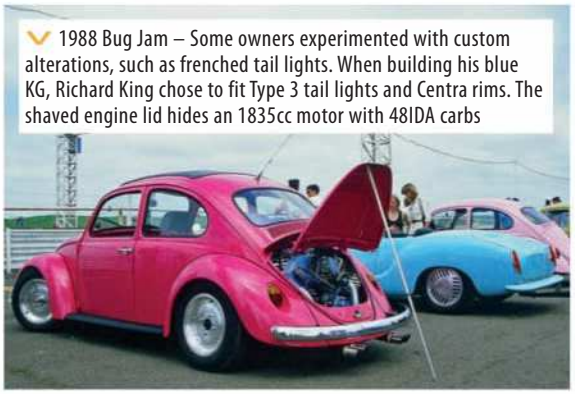
1987 Bug Jam – As many *VolksWorld* readers will attest, this event launched England's 'new wave' of Volkswagen meets. It was fantastic, with California-style weather and a bunch of freshly-built UK Cal Lookers, such as Dominic Hammond's '66 Beetle (right)

everybody wanted a piece of it. Visiting the inaugural Bug Jam proved the point, with plenty of cars being inspired by the California Look.

I can happily state that I was in the midst of it all. Born and raised in France, I discovered those bright and cheery Vee Dubs through some local rod/custom-oriented magazines in '82. After becoming involved with the rising scene, I began freelancing for France's *Super VW* Magazine in '87. By the end of that year, I had purchased my first Beetle, a slammed and

1989, Normandy coast – I'm getting ready to photograph Patrice Gangnant's '61, a clean ride featuring homemade billet parts. Patrice is still involved with the scene today, having recently built a trick 25-window Samba (yes, 25), which now resides in the UK

1988 Bug Jam – Some owners experimented with custom alterations, such as frenched tail lights. When building his blue KG, Richard King chose to fit Type 3 tail lights and Centra rims. The shaved engine lid hides an 1835cc motor with 48IDA carbs

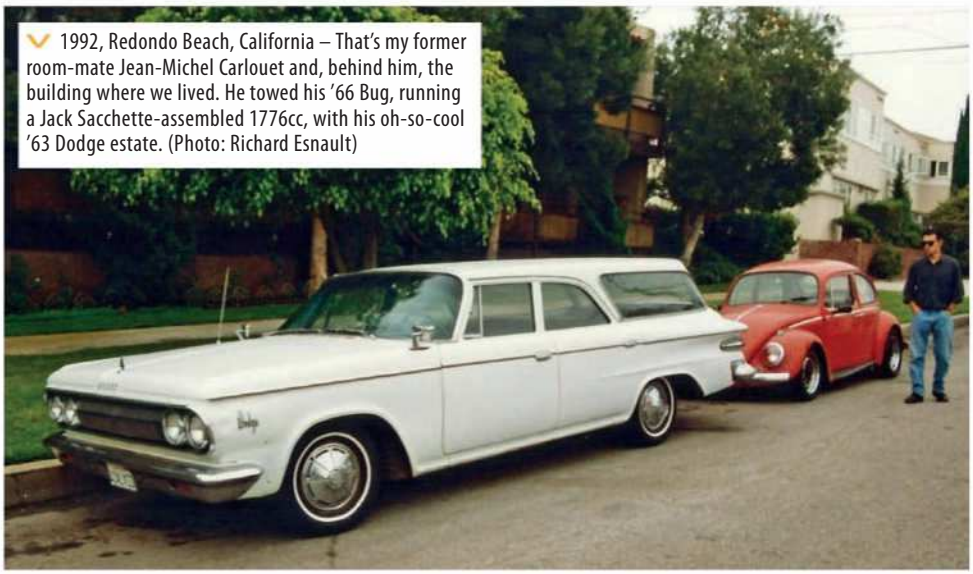


1991, Orange, California – Gary Berg's '67 has marked many memories, thanks to its amazing finish, from the (real) magnesium BRMs to the Porsche Minerva Blue paint. Motivation came from a 2110cc, which allowed mid 12-second ETs

We loved the 80s!

1987 CCVW Show – The Club International des Cabriolets Volkswagen hosted a show in Paris, which gathered 100 VW convertibles, including this 160bhp '77 model on BBS rims with a hint of German Look

1988, Santa Monica, California – This is the very first Volkswagen I ever shot in California. Shortened 24in, the topless Bus belonged to Derek Gregg, who is still part of the Type 2 world today. Centerline rims had a big following during the 1980s



1992, Redondo Beach, California – That's my former room-mate Jean-Michel Carlouet and, behind him, the building where we lived. He towed his '66 Bug, running a Jack Sacchette-assembled 1776cc, with his oh-so-cool '63 Dodge estate. (Photo: Richard Esnault)

> "Visiting the inaugural Bug Jam proved the point, with plenty of cars being inspired by the Cal Look"

1988 Bug Jam – John Russell built the pastel Beetle, from what I could gather. Visitors had already taken notice of the car during the '87 Bug Jam, though it didn't have its rims and bumpers painted pink at the time – the colours nicely match the Bus parked next to it!

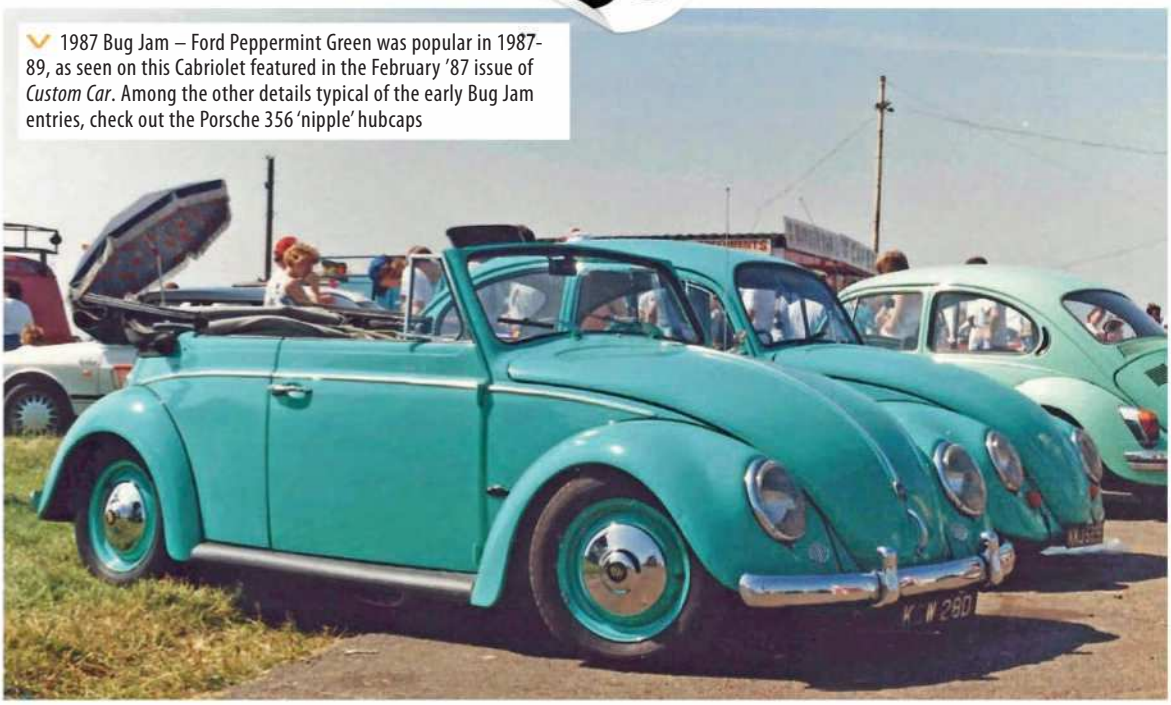
1988 Bug Jam – If anything, the 1980s Bug Jams will be remembered for their pastel colours! I couldn't find any info on the purple RHD Beetle in the foreground – it looks great with its Foxcraft-style wing skirts

dechromed '65 saloon painted Ford Peppermint Green.

I drove that Cal Looker extensively, with show visits including the second Bug Jam and the '88 Southwest Bug-In in the beautiful Pyrenees mountains. Working for a Volkswagen publication additionally allowed me to visit many notorious shows, such as Bad Camberg. In 1992, I moved to Los Angeles and soon got involved in a club called Der Kleiner Panzers, before automotive journalism turned into a full-time job in 2000.

That's the short story explaining how the photos seen in this article came about. But enough with the talk… Enjoy the pictures!

We loved the 80s!



1987 Bug Jam – Ford Peppermint Green was popular in 1987-89, as seen on this Cabriolet featured in the February '87 issue of *Custom Car*. Among the other details typical of the early Bug Jam entries, check out the Porsche 356 'nipple' hubcaps

1993 Super VW Nats, France – Hundreds of UK enthusiasts travelled to the giant Super VW Nats, starting with the first show in 1988. In '93, the contingent included upholsterer Bernard Newbury and his famed '72 KG – it truly shook the European VW scene

1987 Bug Jam – Jay Townsend and the team of Thump! Thump! created a handful of highly-acclaimed Vee Dubs, from Billabug to Lemon Bavois. Here is Jay's lesser known, all smooth Beetle (moulded wings, shaved bumpers and door handles…)

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The VolksWorld Show 2018

The residents of Esher have never had it so good. Indeed, neither have we because this year's Sandown Park spectacular saw some of the very best VWs ever assembled in one place. . .

Words Ian Cushway / Paul Knight **Photos** Chris Frosin / Matt Elms

If you've ever organised a shindig, be it a birthday bash, wedding do or surprise family reunion, you'll know what a nerve wracking experience it can be. Especially when you've got people coming from all over the globe to be there. Well, despite having done it 25 times previously, we still had a touch of the toilet two-step in the weeks leading up to The *VolksWorld* Show weekend. And that wasn't surprising, given that we'd had a few dozen cars pull out unexpectedly at the very last minute.

I was especially nervous, given that I was about to embark on an adventure of my own, piloting my '68 Beetle on its first cross-channel trip from my home in Brittany to Esher. As it happened, like the event in general, it all went without a hitch and the consensus was, 2018 went down as one of the best shows in ages.

The build up

Part of the Sandown magic comes from the arrangement of cars. And while you might assume this is something that just happens, you'd be wrong because an awful lot of thought goes into getting the right cars in the right places. Well done Paul Knight, Adrian Vaughan and the rest of the team for getting it spot on yet again. Believe it or not, my car even ended up on display downstairs in the Esher Hall. It was a bit cruel making me put it in there, and it left me exposed to a good slating, but at least it offered a useful contrast against the other far more shiny and deserving show cars on display.

After the last car was pushed into position late on Friday night, the doors were bolted ready for the Saturday morning unveiling. And when that moment came, you could almost sense the air of anticipation as the hands on the Sandown clock reached 10.

> Jesper Bisgaard came all the way from Denmark with his Beetle

TV's very own James May owns this Beach Buggy. Originally built for *The Grand Tour* (Namibia special) by Dave Fisher at Kingfisher Kustoms, the car performed well in the desert and May loved it so much that he purchased it from the production company!

Michael DiPlacido scooped a Top 20 gong with his '67 Cal looker

It's all hugs from Ivan…

Eric van Dooren's glorious Ghia was just one of many top show cars painted by Spikes Vintage Restorations

An incredibly impressive four Hebs made it to Sandown this year

Green Notch belonging to Emanuel Jeckel has been getting a lot of attention on the continent and thrilled at Esher

Mark Cherrington and the team at Starlight Campers did a fabulous job of this '57

TOP 20 BEST OF SHOW TROPHIES

IN NO PARTICULAR ORDER...
Marco de Waal – Pastel White Bay Window Double Cab Pick-Up
Bertrand – red Notchback
Peter Nielsen – red ragtop Beetle
Phil West – Natural High Gasser
Mark Salisbury – Bay Window Pick-Up
Jason Clarke – red Cal Look Beetle
Brian Hansen – 1954 ultra maroon Oval Beetle
Roman Haltiner – black/cream Hebmüller
Josh Brooker – white 1303
Simon Jones – Double Cab Bus
Eric van Dooren – Lowlight Karmann Ghia
Lee Smith – Karmann Ghia
Nathan O'Neill – green 1303 Looker
Michael DiPlacido – white Cal Look Beetle
Carl Elliott – 1954 red/black Barndoor Bus
Klaus Missing – blue/cream Hebmüller
Diego Delespeaux – brown Buggy
Tomas Nielsen – blue Zwitter Beetle
Mark Cherrington – 1957 Split Bus
Steve Johnson – Double Cab Bus
BEST OF SHOW – LYNDON CREAMER 'FUBAR' BEETLE

At least I remembered to turn the mic on this year!

The crowds duly poured in, and were greeted instantly by Oklahoma Willy, the Rolls-Royce jet engined drag icon. Next to it was the ultimate 'leisure statement' in the form of Type 2 Detectives' hard as nails off-road look Bay Window Bus. Opposite was last year's Best of Show winner Lloyd Jackson's Split Rear Window Beetle, sat alongside James May's Buggy. Yes, the one Kingfisher Kustoms built for that epic episode of *The Grand Tour*.

The *VolksWorld* stand comes up next and here we made a point of assembling the very 'Best of the Best' show cars from across Europe, including a jaw-dropping line up of Beetles from Denmark, as well as Buses, KGs and iconic Gassers.

Better all the time

Having wallowed in the sheer quality of the cars on display in this area, visitors were treated to a real show coup; we managed to get not one, not two or three – but four super rare Hebmüllers together in one place, courtesy of Heritage Parts Centre. But that wasn't the only highlight – French VW guru Diego Delespeaux at Nostalgia Cars delighted the crowds with a beautiful red Notchback and lovely period looking brown Buggy.

For those that had gathered the willpower to tear themselves away and explore the show further, the rest of the Surrey Hall had more treasures in store, including an array of mouth-

Funky go-anywhere look Bay, complete with roof tent, from Type 2 Detectives was a massive hit with us!

BEST OF SHOW 2018

DBK (UK) club member, Lyndon Creamer, has spent the past five years rebuilding his Bug and, boy, did he ever make a great job of it! This car is 100% faultless inside and out and was packed with subtle details and neat ideas… a very worthy Best of Show

FRESHEST OF THE FRESH

Of course, the vast majority of cars exhibited at The *VolksWorld* Show are fresh builds. However, we wanted to mention a handful of eagerly-anticipated show car debuts, which caught the attention of the *VolksWorld* show crew…

Whilst some of the owners of these cars had shared photos and details throughout the build (i.e. in the run up to the show), there were others that had been very secretive about their vehicles. In fact, there were a handful of cars that really had us quite worried, as we hadn't seen a single photograph of them prior to the show!

Sometimes you have to trust friends, go with your instincts and just throw caution to the wind… but, when we heard that some were still being assembled literally hours before they were due to arrive, you can probably imagine how tense things were at show HQ.

LYNDON CREAMER'S FUBAR BUG

Being awarded Best of Show, we're bound to be talking about this car big time in the future, so we'll keep things short and sweet here. We'd literally seen a single photo of the chassis and a couple of tiny detail shots prior to the event. However, chatting with Lyndon (well, once we'd promised not to mention anything about the car to anyone, that is) it was clear that this was going to be a major debut.

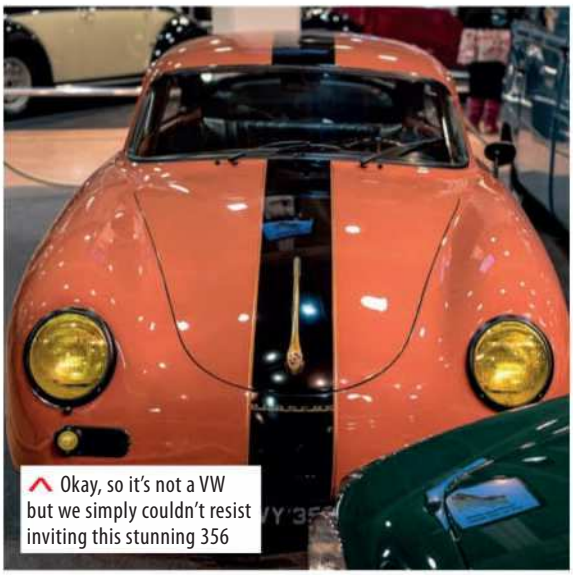
However, explaining to the show team that we'd never actually seen the car we were planning to present on a rotating stand / at the head of the show certainly raised a few eyebrows (!), but when Lyndon uncovered the car, it was obvious that the gamble had paid off. Lyndon certainly raised the bar (and by quite a stretch...) and his Beetle, without a doubt, is a truly world-class show winner.

PHIL WEST'S NATURAL HIGH GASSER RACECAR

Phil had been equally secretive about the 'new look' for his awesome drag car. However, Paul K had cheekily dropped in at Phil's house a few weeks prior to the show and caught a sneaky peek of the work in progress. Again, it was a hard sell to the show team as this car was also to be displayed on a rotating stand (and without a single photograph available to share, as Paul had to sign a non-disclosure form before leaving Phil's workshop!).

When Phil arrived with the car he explained that he'd finished assembling it just a few hours earlier and had literally not slept all week. But wow, what a build! The quality and finish is simply out of this world making this one of the best-detailed race cars we've ever seen. In fact, we'd go so far as to say that this 'race car' was actually one of the best-detailed 'show' cars we've ever seen, too. Phil admits that he has an obsession with perfection, and we wonder how he'll be able to bring himself to abuse this faultless project when he hits the track this summer. But hey, it was built to be raced, hence we're sure he'll love every minute of it. Although it may be a case of tears of joy mixing with tears of OCD-pain, too!

Tony Walters' Cal Look KG was a star attraction in The Paintshop brasserie. The colour's from the Porsche palette and we loved it



Okay, so it's not a VW but we simply couldn't resist inviting this stunning 356

Event sponsor Heritage Parts Centre displayed a lovely Ghia on their stand. Quite appropriate, really, as they started off selling KG parts back in 1986

A big thanks to Mick Tattersall at Kinky Micks for the design and Martin Taylor at Taylor Machine Services for producing the 2018 trophies. The Best in Show trophy was a 2-piece, CNC-machined 5-lug Empi Sprint Star replica with a gold anodized rim. The Top 20 were spun aluminium DDS-replica wheels on custom-made stands

Brian Hansen's Oval was also part of the Danish connection – by the time these guys got home; they had travelled more than 2400km in order to display their cars at Sandown Park!

Show sponsor CamperVanTastic impressed with their latest collection of new Buses

Grandstand Apron was brimmed full of club action

Notch prepared by Nostalgia Cars was a hit with our judges

It's kisses all-round from our Paul

watering Cal Lookers, Buses and Type 3s.

But if at this point you were thinking things couldn't get much better, you'd be wrong because The Paintbox, which celebrates its 30th anniversary this year, had a whole feast of delights in its 'brasserie'. See the boxout.

Up and down

From this end of the building, it's easy to climb the stairs to the International Autojumble. This year we can report it was as chock-a-block as usual, and we've had it on good authority that big money changed hands among our European visitors buying up lots of hard to find vintage parts.

Time to venture outside, with the Grandstand Apron out back playing host to clubs and various traders. Now, this is where some real hidden gems gather – vehicles that would be real show stars at any other VW meet. We were pleased to see brothers Rob and Brian Butler with their oddball VW-powered creations once again, including a Beige Beetle-engined Allegro and 100E Ford.

If you walk the entire length of the Grandstand Apron you can access Esher Hall, where there's even more air-cooled jewels. Here, Just Kampers put on a special rally car display, with their '56 Beetle, which punched way above its weight at last year's Mille Miglia, taking pride of place. We were also delighted to see Marco de Waal's '56 Ragtop, having returned safely from its 7,309km 13-day adventure from Holland to the

FRESHEST OF THE FRESH *cont...*

MARK 'SILLY SID' SALISBURY'S BAY WINDOW DELUXE – Mark has been involved in the UK VW scene since the mid-late '80s and is perhaps best known amongst long-term readers as 'Silly Sid the BMX kid'. (That's right, he's the guy that famously jumped over Ritchie King's red Karmann Ghia on his BMX!) Fast-forward 30 years and Mark is back, this time with a super-trick Bus, which he had commissioned to be built in the USA then shipped to the UK in the latter-part of 2017. The Bay was delivered to T2D where it was prepared for a UK show debut at Sandown Park. Having seen the build photos, we were keen to check out the finished product and, as expected, it was a top-notch vehicle (which the judges deemed to be worthy of a top 20 trophy, too!)

PAUL HUNTER'S CUSTOM SPLIT DOUBLE CAB DELUXE
This custom truck was the work of Dean Jones at Classic Car Revivals and promised to be quite a debut as it featured some very neat tricks (not to mention a matching Bug parked next to it). We were keen to see how this commercial truck was going to look as Dean had added Samba roof windows and created a full Deluxe conversion. Of course, it looked superb, and was definitely a hit with the crowds.

PETE MORLEY'S LOWLIGHT GHIA
This car was still being assembled at the show as Pete had worked flat out all week to get it to Sandown Park. In fact, it was the second from last car to arrive, and certainly the last one to be worked on prior to the public unveiling on Saturday morning. It was worth the work though as it's one of the neatest street Ghias we've seen in years.

THE PAINTBOX LOUNGE (BRASSERIE)

In previous years we've used the Brasserie bar area at the far end of the Esher hall for tech talks and displays. However, this year we decided to try something new… i.e. filling it with cars!

2018 also happened to mark the 30th anniversary of The Paintbox, hence we thought it would be a fitting tribute to the countless show trophy winners, which have been created or at least painted by Simon Emery and the team at The Paintbox. The Brasserie worked perfectly as we decided to leave the barriers and ropes out, thereby making the cars a little more 'approachable'. This only worked as Simon and Amanda Emery were on hand all weekend to ensure the cars were safe, but it also added to the cool vibe in the Brasserie, as it became very much a meet and greet area with the vehicle owners and many others turning up – in short, it was a nice place to hang out.

Simon brought along photographs and literature from his own archives, which was displayed within the Brasserie and he certainly seemed to be busy all weekend as every time we dropped by for a chat he was busy talking 'nostalgia' with friends, fans and visitors.

The cars in attendance included Joe Gallagher's Velocirazor T34 Ghia drag car, Tony Walters' neat Cal Look Type 1 Karmann Ghia, Mark Bailey's Ratcatcher, Russell Ritchie's ex-Street Machine project car, Heydon Mizon's black '67 Cal-Looker and Adam Gratton's grey suicide-doored Bug – a pretty eclectic mix of nostalgic and new builds.

The Brasserie project was a bit of an experiment, but it seems to have gone down a storm. Well done team Paintbox – a fitting tribute to all the hard work, magazine cover cars and show winning rides you've built over the past 30 years!

Congratulations also to Jason Clarke (red '67 Cal Looker) and Phil West (Natural High Gasser on the* VolksWorld *stand) on picking up Top 20 awards. Both of these cars were painted at The Paintbox proving that Simon Emery is 100% Still Doin' It!

PAUL KNIGHT

North Cape where it endured -32 degree conditions. And you thought it'd been cold here!

All out front

The parade ring, Red Brick area and Summer Lawn are always good places to chill out, grab a bite to eat and enjoy a bit of sun. Well, okay, while the sun remained somewhat elusive this year the quality of grub, Buses and patina cars – as well as the selection of water-cooled Volkswagens – didn't let us down. And, of course, there was the usual awning erecting shenanigans courtesy of Khyam and CamperVanTastic.

Swinging around to the front, back to where visitors first came in, there was the Meguiar's car park show and shine competition, as well as cars for sale. Needless to say, if you did all this you would be cream crackered for sure. But, in terms of bang for your bucks, the walking workout would have been well worth it.

That just leaves us to say a big 'thanks'. Thank you to everyone that took the effort to display their cars, and to everyone who came along. And also, to our long standing sponsors, Heritage Parts Centre, CamperVanTastic, Meguiar's and Carole Nash for allowing us to make it happen.

We'll see you all again next year!

Show sponsor Meguiar's provided a polished act as usual

Just Kampers put on a special competition car display in the Esher Hall, starring Marco de Waal's '56 Ragtop, JK's own '56 Mille Miglia car, and Bob Beales' historic rally Beetle. Yes, that's him with a Scalextric model of his car

How's about this for a 'local'? Splitsmiths bar was the work of Absolute VW

Our Saturday show & shine winner, Judith Wilding, impressed with her Bahama Blue '65

Nathan O'Neill grabbed a Top 20 trophy with his recently finished 1303 Looker. That's Marco de Waal's lovely Top 20 winning Bay Pick-Up behind

Carl Elliott's stunning '54 Barndoor Samba was the talk of the show

Steve Johnson's orange Bay also went away with one of those lovely, hand-crafted Top 20 trophies

That Butler family just love dropping VW engines into rusty British classics

FRESHEST OF THE FRESH *cont...*

JOE WILLIAMS' PHUNKY PHANTOM V8-POWERED BUG This car was actually built many moons ago by Wayne Allman of The Intergalactic Custom Shop (yes, the guy that runs the insane 'Mental Breakdown' 7-second Split-screen dragster) but had changed hands (and colour) since it was featured in *VolksWorld* way back in May 2002, hence it had pretty much slipped off the radar. But then we heard that Darryn Coleman at DC Customs had been commissioned to tear the Phantom down and treat it to a comprehensive rebuild and a fresh new look, which would put this wild ride very much back on the map.

It was touch-and-go in the run up to the event, but Darryn pulled out all the stops and blew us all away with the 'new look' Phunky Phantom. OK, the V8 motor wasn't fitted yet and the final pinstriping was being applied to the flamed paintwork late on the Friday night (good work, Nefarious), but that's what 'showtime' is all about – that last minute, adrenalin-fuelled race to show off all the hard work that has gone into one of the craziest VWs ever built!

The next stop for the Phantom is a trip back to its creator, Wayne Allman, where it will be fitted with a hot 514ci (8.4-litre) V8 with Super Cobra Jet heads etc (which should be enough to make this an 'easy' 10-second car on the 'strip).

NATHAN O'NEILL'S GERMAN LOOK SUPER BUG
The only image we had of Nathan's car prior to the event showed little more than a green bodyshell (no panels or glass etc) and a set of gold rims. However, we loved the theme and, when it arrived, it looked so good we decided to put it on the *VolksWorld* stand. This caused a few headaches for the show car crew as the entire stand had to be shuffled around and re-organised! [But hey, it was worth the effort ;) PK]

CARL ELLIOTT'S '54 RHD BARNDOOR DELUXE BUS
Unlike the previously mentioned debuts, we knew all about Carl's stunning Samba as the progress of this project was well documented on social media and web forums etc. Painted at Spikes Vintage Restorations then meticulously re-assembled by Matt Keene at Airkraft, this rare RHD 23-window Deluxe was one of the most anticipated show car debuts of 2018. We knew it was going to be good but it's fair to say that Carl's barndoor turned out to be way beyond anything we could have imagined.

It takes a lot of hard work to produce a vehicle of this calibre, so well done Carl – you definitely had the right people on the team with this awesome project.

SIMON AND LOUISE STOCKTON'S SLAMMED '60S BEETLE
Max Edwards of EVA was the very last person to turn up at the show behind the wheel of the Stockton's Bug (the latest project from EVA). We knew it was going to be well stanced and Max certainly didn't let us down as the rolling stock and slammed suspension caused quite a stir. Yet another great show car debut.

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The art of noise

UK firm Noisekiller explains how it has developed a range of products to help reduce panel rattles, road noise and vibrations to make your classic air-cooled Volkswagen much more civilised

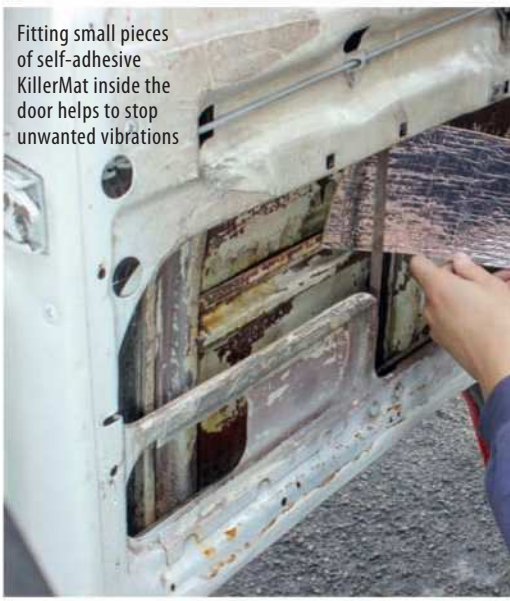
Words and photos Rob Hawkins

The delicate sound of an air-cooled engine is core to the character of our classic Volkswagens. So why would you want to block it out? Well, dialing down the volume a little of that distinctive soundtrack is not the sole aim of soundproofing because it's also effective in blocking and reducing a whole host of unwanted din such as road and tyre noise, air leaks through glass seals, panel rattles, vibration and even distorted amplification of noise from a stereo. It's often surprising to discover how much noise is generated inside a vehicle, but by controlling it, the noises that you want to hear, such as the engine, can be all the more appreciated.

So if you're convinced that soundproofing can help, then one question that's often raised is why opt for specialist products? Surely something like carpet underlay is just as good? Or how about that roll of soundproofing material you've seen for sale on eBay? These products may be cheaper, but it's not until you speak to a specialist such as Noisekiller that you realise there's a lot more to noise reduction than stuffing a vehicle with offcuts of old carpet. The Greater Manchester based firm has been developing made-to-measure soundproofing kits for a wide range of vehicles for almost 18 years – and they don't solely supply the motor trade. They are involved in soundproofing anything from compressors and tractors to speedboats and yachts. The family-owned business is made up of Steve Bithell and his son, Grant. Lee Mandic makes and fits soundproofing kits and Michelle Bayliss, manufactures engine blankets and thermal products. And here's the best bit; all of their products are sourced and manufactured in the UK.

The science of sound

Having an understanding of how sound is generated, transmitted and amplified has helped Noisekiller work out how to successfully develop and use their range of soundproofing materials. Road and engine noise transmitted through the floors can be blocked using a thick material, such as Noisekiller's sound barrier. This consists of a layer of open cell acoustic foam, which is sandwiched inside a top and bottom layer of damping sheet. Sound struggles to travel through this material, so it's ideal for fitting underneath carpets and flooring and inside the front compartment of Beetles and Karmann Ghias. On Transporters, a large sheet of it can be fitted over the rear load area and underneath a rock and roll bed.



Fitting small pieces of self-adhesive KillerMat inside the door helps to stop unwanted vibrations

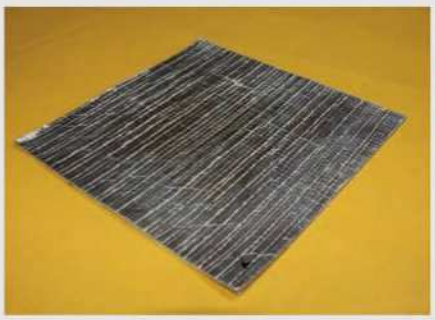
Armed with an industrial sewing machine, Michelle Bayliss manufactures thermal products and engine blankets for later diesel engine Transporters

> "noises that you want to hear, such as the engine, can be all the more appreciated"

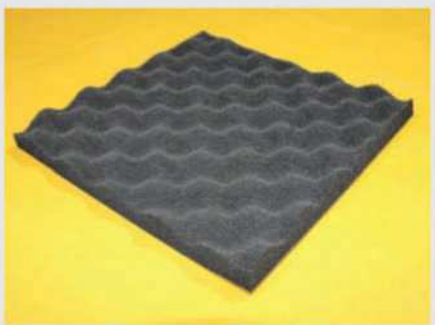
This sound barrier material can be cut with a sharp knife, making it easy to trim to a required shape. Consequently, Noisekiller have measured up and created templates to soundproof the majority of air-cooled VWs, so made-to-measure kits are available. This can sometimes catch them out, especially with imported vehicles where different components have been fitted, or modifications have been made. In such cases, a large sheet of sound barrier with nothing trimmed is a better starting point, enabling the customer to measure and trim accordingly, or for Noisekiller to do this for them.

Noisekiller's soundproofing materials

01 **KillerMat:** Helps to stop a panel vibrating. A self-adhesive mouldable material, which can be fitted to interior panels where the surface remains dry. Each piece of KillerMat can be cut to size with a sharp knife or a pair of scissors. Wheel arches should be covered completely to also help to reduce noise transmissions. The inside of a door requires 50% coverage to stop vibrations and noise amplification.

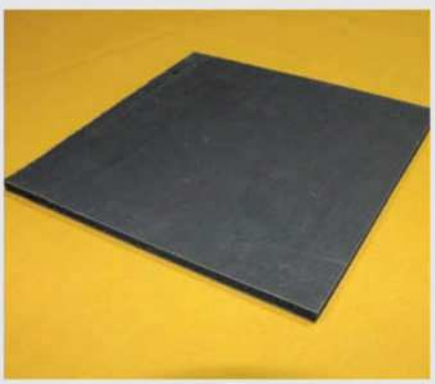


02 **Eggbox:** 25mm-thick self-adhesive material fitted to the underside of a roof to help reduce panel vibration. Capable of absorbing airborne sounds, which in turn reduces oscillation that causes excessive air pressure in the ears. Can be concealed with headlining boards or material.



03 **Lead sandwich:** A self-adhesive, thick material with a foil-backed exterior, two layers of open cell acoustic foam and a middle layer of lead. A mouldable material, which is suitable for fitting over rear wheel arches (on the inside of the vehicle) and engine bulkheads.

04 **Sound barrier:** A thick, non-adhesive material that can be fitted underneath carpets and flooring. Designed to absorb and block road noise and reduce vibrations. Can be cut to shape with a sharp craft or Stanley knife.



What came first?

Noise inside a vehicle can often be absorbed by soft upholstery, such as the seats. However, sometimes it can bounce around, so Noisekiller's eggbox material helps to absorb these unwanted sounds. As the name suggests, it has an eggbox-shaped surface and is constructed from medium-density open cell acoustic foam. It has a self-adhesive backing and can be fitted to the underside of the roof and on the inside of some internal panels to help absorb airborne sounds. It's also a good insulator, making it ideal for retaining heat inside a vehicle.

So how does the eggbox-shaped exterior of this material help to absorb airborne sounds? Grant Bithell can answer that one: "Eggbox or profiled acoustic foams are the best absorbers of airborne sounds because

The large side panel of this Bay creates lots of vibrations, so covering half of it in self-adhesive KillerMat helps to eliminate this noise

the construction means the material has a far greater surface area. Put simply, a square metre of Eggbox foam actually has a surface area of 1.5 square metres, thus meaning a lot more of the sound is absorbed whilst also being lighter, so reducing the chance of delamination."

Panel vibrations

One of the most annoying noises generated by a vehicle has got to be an irritating rattle. This can often be caused by a loose panel and possibly fixed by making it more secure. However, panels can also vibrate and help amplify noise generated by the engine, the tyres and from the road. The solution here is to fit something to them to stop them amplifying that sound. Noisekiller's self-adhesive KillerMat helps here. It's constructed from a thin layer of a mouldable high-density polymer, which is not very good at transmitting sound, but very good at blocking it.

Where a panel needs to be stopped from vibrating and amplifying sound, a few pieces of KillerMat can help. Take the exterior skin of a door, for example. This panel, along with the inside of the door acts as a loudspeaker. Covering roughly 50% of the inside of the door's outer skin in KillerMat will help to reduce that loudspeaker effect. And the results can be tested by closing the door to see how much noise is generated before and after soundproofing it.

In other cases, full coverage of a panel with KillerMat is required, such as over wheel arches where there's so much noise from the road and tyres to block.

KillerMat can also be fitted on the insides of interior panels, inside the front bulkhead, over the centre tunnel and over seat squabs. Tapping a panel to see if it vibrates and amplifies sound can help to see whether it would benefit from being soundproofed.

Lead sandwich

One of the traditional soundproofing materials that Noisekiller uses is known as lead sandwich. It's effective at blocking and absorbing sounds and reducing heat transfer, thanks largely to the thin sheet of lead in the centre of it, sandwiched between two layers of open cell acoustic foam. It has a self-adhesive backing, so it can be stuck onto surfaces and is particularly effective at blocking sounds from the engine, road and tyres. Consequently, it can be fitted over the walls and roof of the engine bay and over wheel arches (inside the vehicle). Lead sandwich can be cut with a sharp knife or a large pair of scissors, so either made-to-measure kits can be supplied, or a large sheet for the customer to cut themselves. When we fitted this material to a late Bay Window, we found the shiny reflective finish of the lead sandwich could be a problem for reflecting heat from the engine, so we sprayed over it with a black high-temperature paint. We also secured the lead sandwich behind an existing panelling inside the engine bay, ensuring that if the adhesive backing failed, the material wouldn't fall onto the engine.

Noise makers

Whilst Noisekiller has managed to identify the main causes of noise (engine, road and tyres), there are some noises that are not so easy to eliminate with soundproofing. Leaky window seals can allow air to whistle through. A noisy exhaust system may be better off being replaced with a quieter assembly. Similarly, an open cone air filter will generate more noise than a standard closed air filter housing. Polyurethane suspension bushes will transmit more noise through the bodywork than OE rubber bushes, and worn rubber bushes may also create more annoying rattles.

Cleaning a surface before sticking the self-adhesive Killer-Mat down is essential to ensure it doesn't fall off in the future

Noisekiller's sound barrier can be fitted to the floors and rear load area, helping to block noise from the road and engine

From left to right, Noisekiller's Lee Mandic, Steve Bithell and his son Grant

Where a template isn't available, a rubber mat, piece of carpet or flooring can often be used

Tyres generate lots of road noise, especially when they are old and have started to wear unevenly, often creating a similar noise to a worn wheel bearing. New tyres are usually noise rated, so if you're keen to reduce noise, check their rating.

Loose pieces of trim, brake disc guards and similar components can create noise if they are insecure or fouling something else.

Where to soundproof

Noisekiller's made-to-measure soundproofing kits have taken the guesswork out of soundproofing a vehicle yourself.

Inside the vehicle, the floors can be soundproofed with sound barrier, the panels and wheel arches with self-adhesive KillerMat, and the roof can be lined with eggbox. All three soundproofing materials work together to block or absorb noise and reduce vibrations.

The engine bay is restricted by space, so lead sandwich is the best material for lining the walls and roof.

Noisekiller lists a number of recommendations when it comes to fitting their soundproofing kits. First, any surface where their self-adhesive KillerMat will be fitted must be clean. They use a panel wipe or white spirit to help remove dirt and oil, which will help with the adhesion of the KillerMat. Similarly, if a surface is rusty, any loose corrosion should be removed.

Water, whether it's moisture, condensation or rainwater, can become a problem for soundproofing material. The doors are designed for rainwater to run inside and out of the drainholes in the bottom. If self-adhesive KillerMat is fitted inside the doors, it must be stuck onto a dry surface, but if it becomes soaked with water, then it can become unstuck.

Similarly, if the carpets are wet inside a vehicle, or there's water underneath the rubber matting, dry everything out before fitting sound barrier material and make sure the water doesn't return.

THANKS TO

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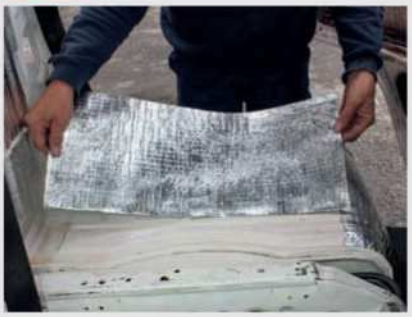
Soundproofing a Bay Window

Noisekiller soundproofed our 1977 VW Bay Window camper in 2013, fitting self-adhesive KillerMat over the front and rear wheel arches, inside the doors and on the insides of the front and side panels and inside the tailgate. All of the floors, including the rear load area, between the front seats and underneath the rock and roll bed were covered in thick sound barrier. And we soundproofed the engine bay with their lead sandwich material soon after. The soundproofing made a noticeable difference to noise reduction. Wind noise around the front of the vehicle can now be heard! Engine noise can still be heard, despite having fitted a quiet exhaust system, but it's not as loud and after all, the character of a flat-four needs to be appreciated.



> "Tyres generate lots of road noise, especially when they are old and have started to wear unevenly"

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Rimming it

If you're sticking to steelies, here's how to get them looking as good as new again

Words and photos Mark Walker

JOB INFO

TOOLS NEEDED
Wire brush; wet and dry paper (80, 180, 240, 600 grits); bucket and sponge; masking tape; masking paper; paint scraper; sharp blade; drill with wire brush and ball-shaped stone grinder; heat gun; jack and axle stands; VW hubcap removal tool; 19mm socket, breaker bar and ratchet

MATERIALS USED
Rust converter; etch primer; high build primer; aerosols matched to VW paint codes; panel wipe solvent

SKILL LEVEL 2

TIME TAKEN 1 day

COST DIY
£20-£40 for materials

COST PRO
£250-£400

There's nothing that lets a nice car down like dirty windows and scabby wheels. Upon purchasing my 1970 1500 Beetle from Sweden, I could see that it was a great car, but was let down by rusty wheels, all black paint, ancient tyres and mismatched trim rings. The rear tyres were so old that I could see the tread was about to start coming away from the sidewalls, so something had to be done before I could take it for an MoT.

Thanks must go to the great guys at Vintage Tyres (www.vintagetyres.com), who were very helpful and did me a killer deal on some of their Vredestein Sprint Classics in 155/80/15 size. Of course, I couldn't get them fitted to my ropey looking wheels without giving them a total refurb first. Here's how I did it.

01 Remove Wheels

To remove the road wheels, you'll first need to remove the hubcaps. Most people use a screwdriver, which not only messes up the paint but also leaves witness marks in the steel underneath, which is difficult to get rid of. I use the correct VW hubcap removal tool – I bought two for this car on eBay for under £7 including postage, so there's no excuse for not getting one. Loosen the wheel bolts before jacking up the car using a 19mm socket on a breaker bar. Secure on a minimum of two good axle stands per axle. If you're working at the front, the best place for the stands is under the front beam, whereas at the rear the stands are best placed under the torsion tubes just inboard of the spring plates.

02 Remove Tyres

By far the best course of action is to remove the tyres, valves and balancing weights for the best possible finish – get a local tyre outfit to do you a deal. If you can't afford to do this, or your tyres are in good shape, then you can mask them up (see Step 08) once they're prepared for paint. With the tyres removed you can cut out the tyre valve and remove any balancing weights with grips.

03 Rub 'em down

There are a couple of options to prepare your wheels for paint. Get them blasted locally for around £15 per wheel – this is the best option if you have several old layers of paint or heavily rusted wheels. Or, you can tackle the sanding and prep work yourself.

Opting for the latter, we took a wire brush to the rear of the wheels, followed by a wire brush attachment on a cordless drill. For the front of the wheels, we sanded the whole surface down with 80 grit wet and dry, followed by 180 and 240 grit. This ensured we not only took off the surface rust, but the finer grits meant we left no large scratches or paint edges that would remain visible once the top coats were applied. Pay particular attention to the tyre seating surface and valve seating surfaces – uneven paint or metal here may result in air leaks. You can also address any damage to the wheel rim at this time – careful use of a ball pein hammer on small dents is best, or a half round file for small nicks.

04 Wash Thoroughly

With the sanding done, give the wheels a good wash with plenty of soapy, then fresh water. Once they are done and the water runs clear, allow them to dry thoroughly before proceeding to the next step. As I was doing the job outside in winter, I chose to speed up the drying with judicious use of a heat gun.

05 Rust Converter

With the wheels clean and dry, it's now time to apply rust converter. Various brands are available, but I like the one made by Flag – it's available from Toolstation. You can brush this on, but I find small pieces of sponge gets it into all the hard to reach places. The good thing about the Flag brand is that it dries pretty quickly and seals the surface before priming. Apply fairly liberally and don't forget to remove any excess before drying.

06 Paint Back Side of Wheels

Once cured, paint the back of the wheels. Rather than wasting the paint you have mixed for the front, you can use a brush on metal paint, like Hammerite, POR-15 or similar. I used Flag brand from Toolstation to complement the rust converter. Carefully apply the paint with a small brush, taking care to wipe off any excess that bleeds through to the front of the wheels, as this may react with aerosol paint. Once you are happy with the finish, wait a couple of hours and apply a second coat, then leave to harden fully – preferably overnight. As it was winter, I put the wheels by a warm radiator to help the process.

07 Lightly Sand

No matter how much care you took in step 06, you will undoubtedly have ended up with a few areas where the metal paint has bled through to the front of the wheel. In order for the primer to key correctly to the wheel surface, it's a good course of action to sand these areas with 400-600 wet and dry, in order to key them for the etch primer. Once you are done, wipe the wheel surface with panel wipe solvent, or brake cleaner.

Renovate steel wheels

08 Masking up

If you didn't remove the tyres in Step 02, then you'll need to mask them up now. When it comes to masking tape, like everything, you get what you pay for. I made the mistake of picking up some cheap stuff at a large DIY chain – 3M and Tetrosyl are two good brands to look out for. When it comes to masking tyres, it can be pretty fiddly. You will need to use several small sections of masking tape, as straight tape won't follow a round contour. In order to properly mask the tyres, you will need to slide the tape under the wheel rim until it bottoms out, then use a scraper blade to push the tape flat down to the tyre. I forgot to take pictures at the time, so this picture demonstrates how it will look on a scrap tyre.

Once you have gone all the way around the tyre, you'll then need to cover the tyre with masking paper. This will need to be stuck down to the existing tape. Wrap a couple of small loops around the valve stem and you're done.

09 Etch Prime

Before you start painting, make sure the area underneath the wheel is protected with cardboard or a large dust sheet. The last thing you need is the grief of scrubbing overspray off your patio at the end of the job. Now, shake the can for two minutes with the ball bearing clanking – it's best to store the paint at room temperatures for a few hours before painting, or warm up quickly on a radiator. The aim is to get very light coats with the etch primer, allowing drying time in between. Hold the can around 10-15cm from the wheel and pulse your finger on the nozzle whilst moving the can around – never hold in one place, or keep your finger down on the nozzle constantly, or you will waste paint and probably put too much on. Again, I used a heat gun to help flash off the paint between coats – hold it around 10cm from the wheel and keep moving, so you don't scorch the paint.

10 High Build Prime

Once the etch primer has fully dried, take a look at the wheel and assess the surface. If there's pitting, or other surface imperfections, you may want to use some high build primer to heal these minor imperfections. Apply three even coats of high build (allowing to dry between coats) and then lightly wet sand with 600 grit wet and dry. I was going for a daily driver quality finish, but if it's show quality you want, then it's easy to lose days filling minor imperfections with fine filler and sanding.

11 Paint Wheel Centre

I had paint mixed in the code VW LD43 Grey Black for the centres and put into aerosol cans. It is possible to get a great finish with rattle cans – the main problem is poor technique and holding the can too far away from the surface to be painted. The technique I use is to hold the can 7-10cm from the surface. I pulse the nozzle as I move the can across the surface in a fairly quick motion. I try to get just enough paint onto the job so that it shines, but does not curtain or run. You will also need to change the angle of the head again to reach all the different areas, as you did with the primer. Having said all this, the first couple of coats of paint you put on should be light – the first coat very light. The reason for this is to lessen the chance of a paint reaction or fish eyes. Put two light coats on to begin with, drying between coats with the heat gun to speed things up or if the ambient temperatures are low. The third and final coat is the heavier one.

12 Key Wheel Rim

Allow the black paint to cure for a minimum of 72 hours before proceeding to this step. Now you can knock down the black overspray from the wheel rim with 600 grit wet and dry – use plenty of soapy water to help the paper glide and replenish at regular intervals, so it doesn't clog or drag dirt across the surface. When you are happy that you've taken the shine off the black paint, dry with a cloth, then the heat gun followed by a wipe over with solvent before moving on to masking.

13 Mask Wheel Centre

You can now mask up the wheel centre with a similar technique to the tyre masking above. Feed the paper carefully down into the gap, before smoothing down with a scraper blade. When you have gone all the way around, cut out a square of masking paper a similar size to the wheel centre, then tape and fold it into place. Also take time to check the tyre masking is still intact if you've gone this route and address any suspect areas.

14 Prime Wheel Rim

Before painting the rim, it's best to apply a light coat of regular primer, in order to make the surface a uniform colour and cover any areas where you may have inadvertently sanded through to bare metal. You can use etch primer if that's all you have. Apply a light coat or two using a similar technique to above and allow to dry for a few hours, or dry it 90% with the heat gun, then leave for 30 minutes.

15 Paint Wheel Rim

Our wheel rims were originally VW L581 Cloud White, which is correct for 1969. You can check the paint codes of your wheels in the technical area of www.thesamba.com and get the paint mixed into cans at a local auto paint supplier. Alternatively, go to www.expresspaints.co.uk and mail order from there. The technique on the wheel rims is the same as the centres – apply one light coat, a slightly heavier coat and a final heavy coat. Allow drying time between, or use the heat gun. If you do mess up the paint, don't panic – it happens to the best of us. Just allow to dry thoroughly, then sand off with 320/600 grit and re-apply.

16 Unmask

When the paint is touch dry – usually after 30 minutes – it's time to carefully unmask everything. If you leave it until the paint is fully cured, you will chip away the paint as you pull the tape away, so the time to do it is now. Use a sharp blade to pry up the paint edges and to gently cut the tape off the valve stem. Pull the paper and tape up and away from the freshly painted surface as you go.

17 Clean Bolt Holes

Skip this step at your peril. Now that the wheels are painted and looking lovely, you really need to remove any paint build up from around the wheel bolt seats. You can do this with a knife blade, although it will chip the paint, so I use a stone ball on a cordless drill. Rotate your hand in a circular motion as you use the drill in the holes and you will remove the paint in a few seconds on each hole. Now you are free to refit the tyres or, if you left them on, bolt the wheels back onto the car. Torque the bolts to 90ft lb once the car is on the ground. All that remains is to polish the hubcap with chrome cleaner (Fine steel wool and chrome cleaner are good for very pitted chrome) and apply some tyre dressing for a transformed look. Job done!

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Next month...

Here's what's coming up in the July issue of *VolksWorld*, on sale Friday 1 June

Tomb Raider!

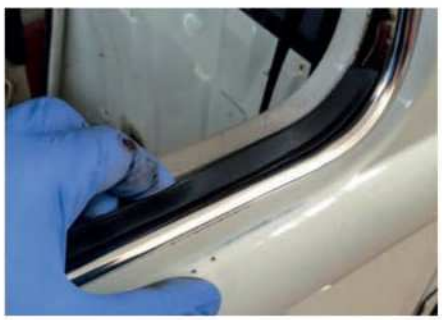
Neil Wilkinson snapped up this '70 Karmann Ghia when he saw it, relishing the fact that someone else had forked out on its restoration. And why wouldn't you?

Classic Campout

Highlights from the Silverado Orange County gathering

Family affair

It started with a '52 Beetle, but four generations later...



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Snow going back

Beetles are good in the snow, but one machine that was even better was the Snow-Trac. Of course, part of what made it so great is that a lot of Volkswagen bits were used on it

Words
Richard Gunn

A Snow-Trac ST4 in its element. Unlike Volkswagens, it had its air-cooled engine mounted up front

One of the more famous Volkswagen adverts, from 1964, ponders the eternal question "Have you ever wondered how the man who drives the snowplough, drives to the snowplough?" Well, funnily enough, what with it being a VW commercial, he uses a Beetle. But what if the snow is really deep and drifting? In that case, he (or she) would probably be better off using a Snow-Trac instead. And there would still be a certain familiarity because, despite the rather funky appearance, these Swedish-built, caterpillar-tracked winter warriors were pretty much Volkswagens under the skin, comprehensively pilfering the Wolfsburg parts bin. Around 2300 were made between 1957 and 1981, which might not sound like too many, but in snowcat terms, that's pretty impressive. It's probably fair to say that, if the Beetle was the long-lived German people's car, then the Snow-Trac was its ice-cool Scandinavian equivalent. But just on rubber tracks instead of tyres…

"the exhaust had an annoying tendency of gassing any occupants at slow speeds or in a headwind"

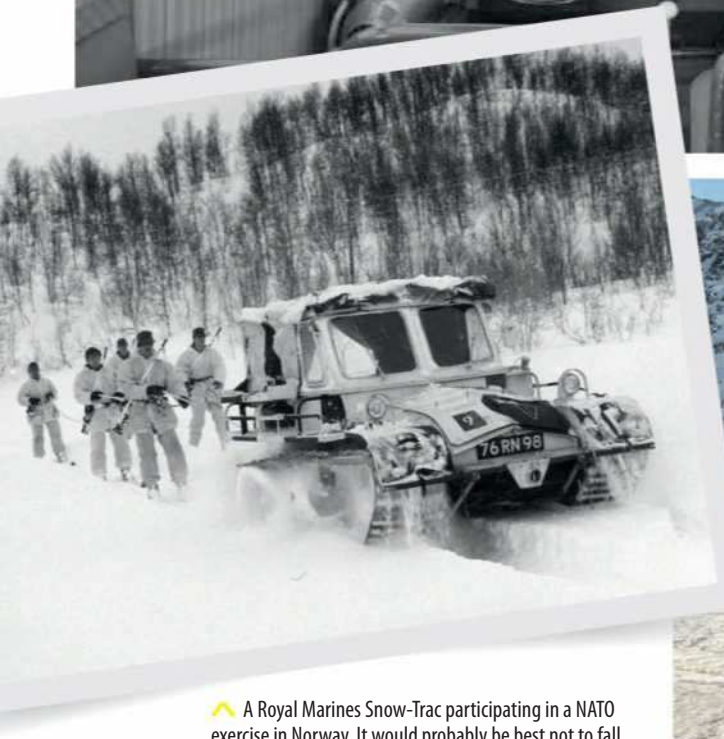
Wheel of fortune

The Snow-Trac was the brainchild of the extremely Swedishly-monikered Lars Larsson, of farm equipment company AB Westeråsmaskiner. He liked to go on fishing trips with his brother during winter and so came up with the idea of a personal snowcat, about the size of a car. What made it radical was that, instead of traditional levers for control, it had a steering wheel instead, which worked via a rather ingenious variator to translate inputs at the wheel. This system had originally been developed for the firm's combine harvesters.

Both the steering wheel and gearstick of the Snow-Trac were straight out of Wolfsburg

Because Lars' original 1954 machine was purely for his own use, it was cobbled together from whatever he could get his hands on. And, in the mid-1950s, that inevitably meant bits of Beetle; easy to find, buy and work on, and rough 'n' tumble enough to put up with hostile environments. A standard engine and transmission was utilised, with the variator attached to

Volkswagen owners would have found the interior of the Snow-Trac just a little familiar



A Royal Marines Snow-Trac participating in a NATO exercise in Norway. It would probably be best not to fall over while being towed behind one on skis

Able to venture to places where other Volkswagen-engined machines might fear to tread

the latter so that the speed of the tracks could be altered for manoeuvring. Turning the steering wheel would operate pulleys that caused the driveshafts to spin at different speeds. Brakes were usually the way of doing this, but the nascent Snow-Trac didn't need those for that purpose, which improved its efficiency and reduced wear. It really was quite a clever bit of kit.

Hatching a plan

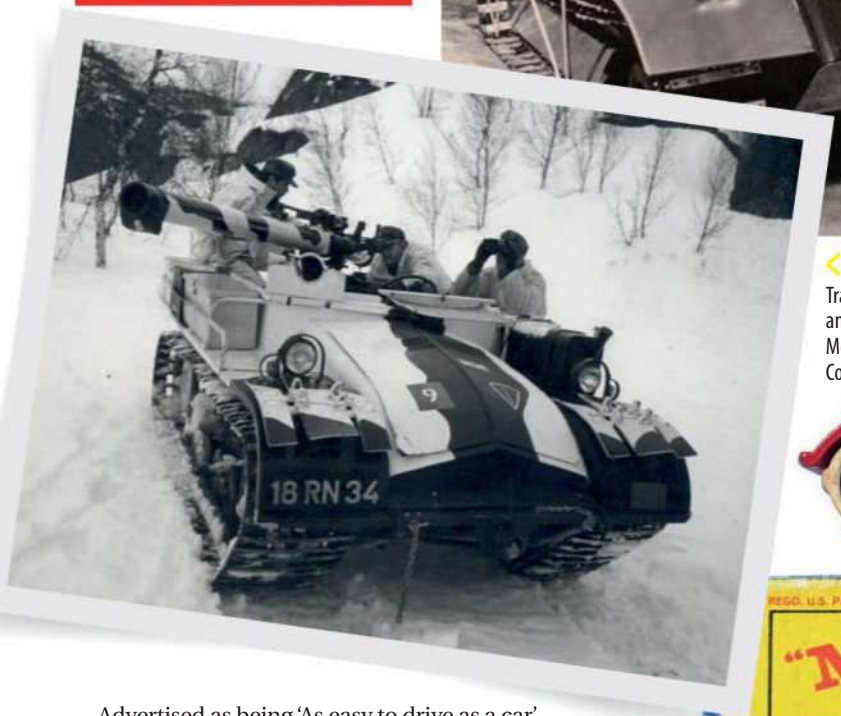
When AB Westeråsmaskiner found out what its chief design engineer had created, it was impressed enough to give the green light for a production version, which turned Lars' smooth prototype into something a little dumpier but more practical for consumer consumption. The Snow-Trac was unleashed on the world in 1957, with rubber tracks and a tail-door-fitted aluminium cabin that could seat seven. A sunroof was a popular fitment, although it was less about the sun and more about being a useful emergency exit, as three members of the Australian National Antarctic Research Expedition found in 1963 when their Porsche-powered Snow-Trac fell through the ice and they only escaped through the top hatch. The Snow-Trac didn't survive, however. Other configurations were available, such as a two-seater cab with pick-up style rear – eat your heart out Volkswagen Type 2. If you were really hardy, your Snow-Trac could come with just a windscreen, side windows and a canvas top, or completely al fresco. The Royal Marines liked the latter, as did Texan oil companies – although they tended to use theirs on sand in the rather hotter southern USA oilfields. For a multi-person transporter, the Snow-Trac was very compact at 3.6m long and 1.9m wide. That made it shorter than a Beetle (4.1m) although the tracks made it broader and the cabin was substantially taller.

All up front

One thing that didn't alter from Lars' original runabout through to the production models was the use of Volkswagen parts – why change what worked so well? The industrial Type 127 version of the air-cooled flat-four was fitted, coupled to a Type 2 bus transmission. One departure from VW norm was that the engine was mounted up front, with a short exhaust that had an annoying tendency of gassing any occupants at slow speeds or in a headwind. Initially, power was the stock 36bhp, but as Volkswagen improved its engine, so this eventually rose to 40bhp and ultimately 54bhp. Aside from the grubby bits, the Snow-Trac was a feast for VW parts spotters, who would have noticed that the steering wheel, gearstick, gauges, switches and lights, among dozens of other details, were all courtesy of Wolfsburg.

The Snow-Trac logo, used throughout the machine's life

The original Snow-Trac built by Lars Larsson (at the wheel). It was rather sleeker and better-looking than the production versions, and obviously a personal labour of love



A Royal Marines Snow-Trac carrying a L6 Wombat anti-tank weapon. Photo: Melensdad via Wikimedia Commons

Advertised as being 'As easy to drive as a car' – which it practically was – the Snow-Trac soon found international success with private, commercial, government and military users well beyond its Swedish homeland. Part of that was down to all the Volkswagen gubbins which, seeing as the Beetle had also rapidly spread across the globe, meant that spare parts and repairs were easy wherever you were. Alaska and Canada liked them a lot – close to 1000 went to those locations where they were support vehicles for the Alaska-Canadian Highway and the Canadian National Railway and were also employed by telephone companies in remote areas such as the Yukon. Outside of Alaska, the USA imported about 400, and 200 or so went to our own challenging neighbourhood, Scotland, which even built about 35-40 examples. Japan was fond of the Trac-Master and Snow-Master variants, which had bigger tracks to cope with soft snow, as well as the ability to be fitted with heavy hydraulic tools. NATO armed forces found Snow-Tracs very useful, especially the ones with hooking points that could allow them to be airlifted by helicopter to especially inhospitable spots. And, speaking of inhospitable spots, most Antarctic research bases had Snow-Tracs on their fleets, whatever nation they were being run by.

Conversely, these machines also proved a hit on sand, with many Sand-Trac versions gravitating to the Sahara Desert. Once again, the ability of the VW internals to weather any, um, weather proved a major factor in their all-conquering capabilities – only rocky terrain could really defeat them. Well, that and overheating… which happened quite a lot if the heat-shields were removed to work on the engines and not put back properly.

Model behaviour

So pervasive did the Snow-Trac become that it ended up as a Matchbox model toy in England and as plastic kits in Australia and the USA. On screen, a full-size one was seen in seminal 1980 horror movie The Shining while another popped up in Doctor Who.

Production of the Snow-Trac was taken over by Aktiv-Fischer AB in 1969, which continued to make it up until 1981. It was the wind-down of air-cooled Volkswagen manufacture in Europe that really spelled its demise, so heavily did it rely on such parts. But the VW internals are also behind the machine's continuing longevity – many survive today in regular use because how many other snowcat designs well over half-a-century old are so easy to maintain and get spares for?

So, if next spring turns out to be as bad as this last one, why not invest in a Snow-Trac as an alternative to another classic Volkswagen? It might prove to be the best way to get to the 2019 *VolksWorld* Show… at which it would be extremely welcome.

The Snow-Trac was so popular, it was even immortalised in Matchbox model form

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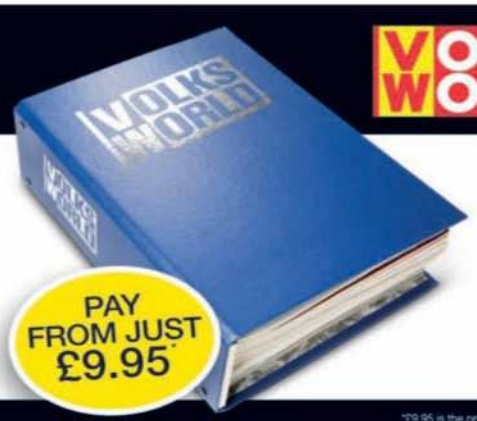

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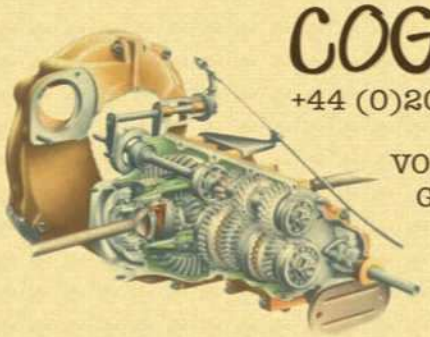

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1984, 102,270 Miles, £3,450. One owner last 30 years, History from new, all MOT's, discs, receipts, 1781cc injection, 112bhp manual, factory supplied Gti specifications. Summer weekend car. No rust dry stored long MOT. Please call 02920 614732, Cardiff.

GOLF

1998, 156,000 Miles, £395. MOT November 2018. All original tools/ wheels and hand books. New cambelt battery and exhaust. Runs very well and uses no water or oil. Diesel state not turbo. Please call 01745 353705.

GOLF CABRIOLET 1.6 SE

1999, £300. On sorn and off road for 2 years. Minor work for MOT needed or break for spares. Good basis for modifying. Please call 07711 634933

GOLF CL

£950. 1.6 petrol, manual gearbox, electric windows, electric sunroof, radio replaced but original kept. Weather wear on paint work plus stone chips as expected for this age of car. Few scratches on bumper. Reasonable condition for year when driving, lovely but stalls on low revs, requires a service. Mot June 2018 bracket required for exhaust. An engine that you can see what is where and unlike new cars and doesn't stop working because of some damned computer if an indicator bulb fails. Please email marklwatkins@hotmail.com.

GOLF GTI

1993, 13,500 Miles, £2,700. Please call 07935 67456.

GOLF MK1

1987, 87,900 Miles, £3300. No expense has been spared building this car as you can see from the photos. Come with full M.O.T. Please call 07857 67456.

POLO C

1986, 63,000 Miles, £2,250. 1043cc engine, 4 speed, Alpine white, 2 owners from new, present owner last 8 years. MOT until June 2018. Recent exhaust, tyres and shocks. Well maintained, original condition Please call 07873 383106.

TRANSPORTER 2.5 TDI

1999, £6000 ONO. Fully lined in rear with single seat and carpeted half Buckhead. DRL headlights LED rear lights, hydro dipped door handles, mirrors, front grill in silver carbon fibre effect. Alloys lowered. Recent cambelt, water pump, oil cooler, MOT July. Excellent runner. Please call 01405 862611

TRANSPORTER T25

1988, 200,000 Miles, £3000. Diesel panel van, rock and roll bed. Interior lined. Recent engine refurb, Diesel pump o haul. Alarm and CD player. Please call 07870 247405

CAMPERVANS FOR SALE

BAY WINDOW CAMPER

1972, 38,000 Miles, £15,000. Excellent condition throughout. Recent re-spray. 1600cc Vege engine, new rag-top. ZIG split-charging unit and mains hook-up, rock/roll bed, CD/MP3. Tax exempt. Service history. 12 months MOT. Please call 07964 227845

SWEDISH SURF BUS

1965, £29,995. 1776 twin port, bear motor sports gearbox, IRS and front CSP disks. Top half respray in 2016, left side loading doors, automatic fire extinguisher, leisure battery and split charger, full width rock and roll bed, jail bars, side pop out and front safari windows. MoT till Dec. 2018, regularly maintained. All ready for a summer of surfing and camping .Please call 07802 721756.

T2 PANEL VAN

1978, £16,500. Body refurb 3 years, Automatic. LHD 3 litre Essen engine, interior partially done. Colour savannah. Please call 07970 806460

MODERNS

140 EX DEMO

2014, 15,000 Miles, £43,000. We have one of our demos back in and up for sale. The stunning RED GTI theme camper that was magazine featured. Huge Slipper spec with custom leather, heating, mood lighting etc. Full Sportline kit, bike rack, BBS alloy wheels. LED headlights, Milltek exhaust and lots more. Stunning and as new condition. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

150 TDI

11,500, £20,000. High specification Volkswagen Caddy wrapped in matt Grey/Bronze, Golf GTD front seats, Rear interior lined to match in GTD trim, Passenger side loading door, Rear parking sensors, LED front and rear light upgrade, App Connect, Heated front screen, Automatic lights and windscreen wipers, electronically adjustable heated door mirrors. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

2.0 150 HIGHLINE

2017, 6,000 Miles, £42,500. 2.0 150 Highline in Starlight blue converted from new with a full Chilli plus conversion inc hob, sink, fridge etc. This vehicle is currently a 4 seater with 2 x full width beds. Webasto diesel night heater. We have also added sports suspension and side bars. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

BEETLE

2006, 52,000 Miles, £5,695. Finished in Brilliant Silver with grey trim and black hood.. With full service history. Unmarked, in immaculate condition. Please call 01485 541526, Kings Lynn. (T)

BEETLE

112,000 Miles, £1,995. January 2019 MOT, 1600 cc petrol, lovely condition. Recent battery and service, remote central locking. Swap, part exchange classic car or Nissan nicra or WH ? Please call 07835 651411

CADDY VAN

2016, 31,000 Miles, £13,995. Taken in part exchange. Includes centre armrest, passenger car smaller mirrors, genuine Scirocco wheels professionally painted in matt black and Golf GTI Seats on Touran bases. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

GOLF MK5 R32

2007, 123,400 Miles, £5,000. Had custom made downpipes as flexis broke. Miltek system (sounds nice)Panel filter (or forge intake with forge oil catch can). Stage 2+ re-map. Vw raceline shocks. HandR 20/30mm springs (sits nice but not 2 low. Still practice). New dog bone with silicon insert. High spec car, leathers and heated. Duel climate. Heated power mirrors. Electric sunroof. Double din sat-nav, bluetooth, wi-fi thethering. (Have standard stereo).Bad bit= few stone chips 2 front bumper. Slight wear 2 drivers bolster. Standard alloys need refurbished. High owners but in good condition for age. Please call 07814 622897

POLO 1.6 GTI

2000, £3,295. 11 moths MOT, FSH, one mature previous owner, number plate valued at £700. VGC, fully refurbished, 17 inch alloy wheels and with matching Pirelli pzero tyres. Please email redvwpolo2000@gmail.com, Shropshire.

SCIROCCO GT 2.0 TSI

2008, 72,000 Miles, £8,000. Comes with full documented history, 6-speed manual and leather trim. Modifications include Revo Stage 1 remap (250bhp), Milltek cat-back, KW DDC coilovers, Eibach anit-roll bars, EBC Brakes, bonnet badge deleted and slatted front grille fitted. Please call 07850 654911, Surrey.

T5 T30 SWB 2.0TDI 140PS DSG KOMBI SPORTLINE PACK

£22,995 +VAT. Air conditioning, remote central locking, cruise control, electric windows, electric heated door mirrors, traction control, rear parking sensors, bluetooth, 6 seats. Full black leather, 20" alloy wheels, sportline side bars, lowering springs, sportline roof bars, front splitter, tailgate spoiler, carbon fibre bumper protector, gloss black bumper grilles, headlight upgrade inc led daytime running lamps, fully insulated and suede lined rear with led interior lighting. Please call 01142 838484 or Email www.leightonvans.co.uk (T)

T6 T32 SWB

£47,495. Cruise control, electric windows, electric heated door mirrors, automatic head lamps, multi function display, multi function leather steering wheel and gear knob. Air conditioning, heated windscreen, drivers seat with armrests, 5 seats. LED headlamps with rear LED lamps, twin electric sliding doors, electric folding door mirrors, discover media navigation, 2+1 rear kombi seats, heated seats, comfort dash, carpet in cab, front and rear parking sensors, rear camera, 4 keys, app connect, electric tailgate, adaptive cruise control, sunroof. Please call 01142 838484 OR Email www.leightonvans.co.uk (T)

T30 TRANSPORT

2011, £25,000 ONO. Converted 2017 h16h specification by retired engineer. Rock roll 922. Swivel seats. Was safe. New batteries £600 services as new oe alloys tyres, MOT 2018. Please call 01772 436944

T32 LWB 140 HIGHLINE

2014, 77,596 Miles, £19,995+VAT. Full leather interior, 20" alloy wheels, sportline side bars, lowering springs, sportline roof bars, tailgate spoiler, carbon fibre bumper protector, front splitter, gloss black front grilles, fully insulated and suede lined rear with led interior lighting. Please call 01142 838484 or Email www.leightonvans.co.uk (T)

T32 150

2017, 10,000 Miles, £48,000. Ex demo 2.0 150 T32 with nav, swivel front seats, reverse parking sensors, full highline spec. We have converted this from new into a 4 berth Chilli conversion with under bed fridge option and Webasto diesel night heater. We have also added Bilstein coilover suspension, 20inch wheels and tyres. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

T32 150 DSG

2017, 5,000 Miles, £62,500. T6 2.0 150 DSG in stunning Mojave Beige with huge spec including App connect, swivel heated seats, full Highline spec, reverse camera, front and rear sensors, LED headlights, adaptive cruise control. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

T32 150 DSG

2018, £48,600. A Highline SWB Kombi in Cherry Red with no badges, discover navigation system, comfort dash with cab carpet, front and rear sensors, LED headlights and rear lights, 2 x USBs, folding mirrors and swivel seats. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

T32 204 DSG

2017, 5,000 Miles, £65,000. T6 204 DSG 4motion in Candy white with huge spec including App connect, swivel heated seats, full Highline spec, reverse camera, front and rear sensors, removable tow bar Please call 01305 824428 OR Email info@vanworx.co.uk (T)

T32 SWB 2.0BITDI 204PS DSG

100 Miles, £43,995+VAT. Remote central locking, cruise control, electric windows, electric heated door mirrors, automatic head lamps, multi function display, multi function leather steering wheel and gear knob, air conditioning, heated windscreen, drivers seat with armrests, 5 seats. Please call 01142 838484 or Email www.leightonvans.co.uk (T)

PARTS FOR SALE

SUSPENSION SPRINGS

£100 ONO. Ex 17 plate, T6/T30. Buyer to collect. Please call 01395 232783, Devon.

VOLKSWAGEN BEETLE ROOF BARS

2014, £95. 4 keys instructions. Please call 02476 491492.

VOLKSWAGEN GOLF 20V TURBO ENGINE

£POA. In good condition. Also Golf GTI engine. Ring for full details. Please call 07510 171711, Avon.

VWT WHEELS

£100. 4 steel wheels, 5 stud, 205/65R/16C (16") with tyres and VW trims. 2 Firestone Vanhawk, 2 Inf-100 Infinity, condition, little used. Please call 07729 103836.

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2013 VW T2 Last Edition, Danbury Rio conversion 0 miles, 1.4 petrol water-cooled manual, exclusive body paint, luxury internal finishing, official certificate of authenticity, white-wall tyres & wheel caps, white crystal lenses inicators, special Atlanta Blue vinyl upholstery & decorative stitching, MP3 sound system with auxiliary & USB capabilities, 2 burner gas hob, grill and oven, stainless steel sink with electrically pumped water, 240v mains hook up, a camping leisure battery, assorted storage cupboards, interior strip & spot lighting, raising roof, double bed, gas oven and much more. **£58,999.** Ref: 2604.

2012 VW T2 Rio, 41,085 miles, 1.4 petrol water-cooled manual, finished in White over Orange with Premium Wooden units and has a spacious double bed, 2 burner gas hob, gas grill & oven, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof and much more. **£32,995** Ref: HRW.

2011 VW T2 Danbury Diamond, 1.4 Petrol, 27,600 miles, spacious double bed, 2 burner gas hob, gas grill, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, underseal anti-corrosion treatment, CD radio with MP3 Capacity, raising roof with roof bed, alloy wheels and much more. **£39,995.** Ref: 3206.

2010 VW T2 Rio, 8,321 miles, 1.4 water-cooled petrol, power steering, underseal anti-corrosion treatment, heated windscreen, raising roof & roof bed to make 4 berth, lowered suspension with Fuch-style alloy wheels and much more. **£37,995** Ref: OGJ.

2015 VW T2 Danbury Rio, 3123 miles 1.4 watercooled petrol engine, ultra-low mileage, air con, power steering, Freeview TV/DVD, freestanding drive-away awning, matching DanBug trailer, buddy camping seat, a wooden/alloy steering wheel, a roof bed for make 4 berth, chrome bumpers/mirrors & headlamp rims, rear-mounted spare wheel carrier with colour-coded locking wheel case, front-mounted dummy wheel cover & much more. **Only £49,995.** Ref: 3204.

1972 VW T2, 101,886 miles, 1.6 air-cooled engine, authentic RHD Westfalia Conversion, fantastic condition throughout. Raising roof w roof-bed, sink & 4 belted seats. **£29,995.** Ref: 327k.

2015 VW T2 Danbury Rio, 1.4 water-cooled petrol, 3,123 miles, 2 burner gas hob, gas grill, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, heated rear window, CD radio, raising roof and much more. **£49,995.** Ref: 3204.

2012 VW T2 Rio, 58,591 miles, 1.4 petrol water-cooled manual, finished in White over Green and benefits from an economical, water-cooled, petrol engine, spacious double bed & roof bed, 2 burner gas hob, gas grill, gas oven, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof and much more. **£35,495.** Ref: TKY.

2010 VW T2 Rio 32,088 miles, 1.4 petrol water-cooled manual, finished in White over Mocha and benefits from an economical, water-cooled petrol engine, spacious double bed, 2 burner gas hob, gas grill & oven, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, underseal anti-corrosion treatment, 240v mains hook up, raising roof with roof bed, sun roof, roof-mounted flat-screen TV, awning, CD radio and much more. **£32,995.** Ref: ELW.

2015 VW T2 Diamond only 2,568 miles, 1.4 petrol water-cooled manual, finished in White over Bronze with Premium Wooden units, speckled cube flooring and full black leather upholstery. It also features a buddy camping seat, a wooden/alloy steering wheel, a roof bed to make 4 berth, chrome bumpers/mirrors/headlamp rims, rear-mounted spare wheel carrier with colour-coded locking wheel case, front-mounted dummy wheel cover, Cat 1 alarm and much more. **£48,995.** Ref: DNX.

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Happy birthday, Beetle!

Robin Wager remembers a somewhat premature celebration…

One of the most interesting of many visits to Germany during my stint as editor of *Safer Motoring/ VW Motoring* magazine, was the subject of a report in our December 1985 issue. For Volkswagen had declared October 17 of that year to be the Beetle's 50th birthday – and who were we to argue?

It seems the date was based on the first road test run of a Beetle prototype in 1935. As it happened, making this connection enabled VW to coincide the event with the official 100th anniversary of the motor car (some readers may remember the British celebration, Motor 100, held at a rain-drenched Silverstone circuit), upstaging Mercedes-Benz in the process.

"The late Major Ivan Hirst was a most interesting contributor, causing much mirth when he impishly mentioned that he now drove a BMW!"

The birthday party, which started in Wolfsburg at the beginning of October, saw the town crowded with Beetles from all over Europe for a factory-sponsored gathering, organised with the German Split Window Club, of enthusiasts including our stalwart regular reporters of the time, Beverly and Stephen Hardy. Visitors could take a ride in one of a fleet of MAN buses to the recently opened VW Museum, while later on the Saturday there was a film show, covering Split Beetle production, inside the factory. Sunday offered a drive around the local area, ending up at VW's photogenic Ehra-Lessien proving ground.

As our report showed, the visiting cars included some of the most fascinating and nostalgic models of Splits, Ovals, Kübelwagens and Schwimmwagens, as well as cabrios from Papler, Karmann and Hebmüller, and even a Type 62 Kübelwagen prototype!

On the 'birthday' itself, I joined other invited press representatives in the audience for a This Is Your Life-type show. Many of the VIPs who had played a part in the runaway success of the Beetle honoured us with their presence. VW Chairman Dr Carl Hahn opened proceedings with a little cheeky humour, telling us how especially grateful he was to the British, whose automotive experts, he said, took stock of the Volkswagen factory and the Beetle, but showed no interest in either, considering the car simply unsaleable. "I should like to offer grateful thanks for their verdict!" he added.

He reminded us that up to that time, 20,639,802 Beetles had been built, and over 400 more were being produced every working day in South America. Dr Hahn then introduced West German TV newscaster Barbara Dickmann, who in turn interviewed the special guests. The late Major Ivan Hirst was a most interesting contributor, causing much mirth when he impishly mentioned that he now drove a BMW!

The diffident Dr Ferry Porsche and his assistant Herbert Kaes had some interesting anecdotes about their testing of the early Beetles.

There followed former head of VW of America, Stuart Perkins, and his PR colleague Arthur Railton, who paid tribute to Dr Hahn for his own part in boosting American sales, also reminding us that it was he who had engaged the services of ad agency Doyle Dane Bernbach (DDB), paving the way for perhaps the most famous advertising campaign in history.

Aside from the official factory support, much of the pleasure of the weekend could be attributed to company archivist Dr Bernd Wiersch and the organising enthusiasts for their personal behind-the-scenes efforts in making it all go with a swing. Most of us knew, however, that there was a sad aspect too, since the Beetle's days were numbered and the final axe could fall at any time...

I see I wrote in my report that Fräulein Dickmann could have been better briefed; as I recall she often seemed unable to ask the right questions of the assembled luminaries, several of us noting that we had not heard a single bit of new information from such important personalities. Like the Beetle's life, perhaps, it had all gone on slightly too long.

Hardly surprising, then, to see the Olympic-style rush for the bar when proceedings finally drew to a close…

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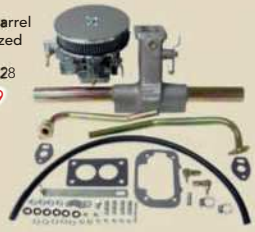

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